## SHIP LINES REBEL AT LOADING CHARGE

Refusal to Pay Ten Cents a Ton for Moving Grain at Docks Is Announced.

PRACTICE IS HELD UNFAIR

Representatives of Marine Compan ies Contend That Shippers Should See That Cargoes Are Within Reach of Vessels at Wharf.

Representatives of regular lines, those handling steam schooners, as well as agents for vessels plying out of Portland to connect with the At-lantic Coast service and, in fact, all water interests engaged in the transortation of cargoes or parcels of grain rom Portland to coastwise ports, have but for grain dealers to crack. The abipping lines will refuse to pay 18 cents a top for trucking wheat from docks to within tackle distance of

The move is similar to that made recently by owners of foreign carriers engaged in the offshore wheat trade, only they refused to pay 12 cents a ton and theirs is a question involved in a contract made in the execution of charter parties, while the Coast steamship men have no contract until the wheat is stowed aboard, when a bill of lading is issued.

Charge Held Unreasonable. The contention is much the same however, as in the countwise trade it however, as in the coastwise trade it is set up that it is as unreasonble to expect the ships to shoulder the charge of 10 cents a ton as it would be to ask that a portion or all of the rail tariff for bringing the wheat from the interior be deducted from the rate for delivering wheat at San Francisco.

delivering wheat at San Francisco. Shipping men say that at Puget Sound ports wheat is delivered virtually alongside the vessels, so all that is necessary is the employment of long-shoremen at the head of the chutes to send the bags into the hold. In Portland wheat is taken from cars by employed and tracked into the grainhandlers and trucked into the docks, often, the steamshipmen say, to corners farthest from the vessel bertha. When a steamer goes alongside for cargo the grain is again trucked from the first stack, over the scales and then to a point near the vessel.

Handling Causes Damage. It is pointed out by the marine con-tingent that the second handling is not warranted, as the grainhandlers could just as well deliver it at the loading point from the cars, besides they are skilled in trucking and sacks do not suffer, but on the second handling there is often damage.

Three concessions may be demanded: That the 10 cents a ton be eliminated; that wheat be piled five sacks high and that it be assembled within reasonable distance of the vessel. The rule is to become effective February 1, and agents of lines that met yesterday insist that there will be no deviation from the agreement and the first ship to go alongside a wheat dock for cargo will be loaded without the usual tennage

LEGGETT DUBBED AS JONAH

Change of Ownership Does Not Alter Luck of Coaster.

Francis H. Leggett, reported in trouble off Cape Flattery with a broken steer-ing gear while making her way from Everett to San Pedro, is the Jonah of the coastwise vessels of the Pacific Coast, according to a former member of the crew living in Portland. Temporary repairs were made Wednesday, and she continued to the Golden Gate. In 1906 the Leggett lost a raft, valued at \$100,000, which she was towing to San Francisco. In 1907, while Captalon Policies than her master. tain Charles Rainer, then her master, was following the coast of Oregon closely the steering gear broke, just off Seal Bocks, and the Leggett, steaming over 10 knots an hour, headed for the rocks. Prompt response by the chief engineer, J. S. McWhinney, who took charge of the engine's throttle, saved the Leggett, for she was turned about by hand when within a few feet

The Loggett was reported lost last August, but it turned out that she had lost a raft which she was towing. She succeeded in regaining the raft and delivered it at San Francisco. Previous to that mishap she lost a raft that was ever recovered. The Hammond Lumer Company, her owner, then decided sell her, saying it was building a

WASHINGTON FOR COOS BAY sirable.

Steamer Succeeds Homer From Marshfield to San Francisco.

At last a permanent run has been mapped out for the steamer Washington, which has been held at San Fran-cisco following the completion of repairs here made necessary by her ex-perience on the Columbia River bar re-cently, and in the future she is to ply between San Francisco and Coos Bay. Her owners, the Olson & Mahony Steamship Co., purchased the vessel last year with the expectation of placing her on a short run, and had in mind

e San Francisco-Eureka route. The steamer Homer, which has plied between San Francisco and Coos Bay. left San Francisco Wednesday on her final trip, and will be refitted at San Francisco to enter the Government vice at Seal Islands, Alaska. The Washington has not been a money-maker between the Columbia River and San Francisco in the lumber trade, even with her accommodations for passengers. It is asserted that the dis-tance to be covered was responsible and that the best results could be ob-tained on a schedule that would give her a day's time in each direction.

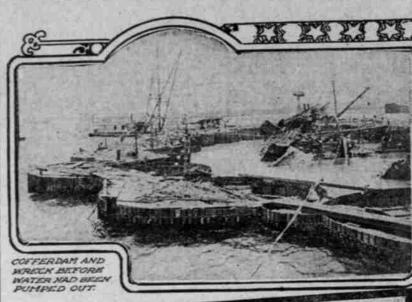
NEW DREDGE IS UNDER WAY

Port of Portland Will Have Use for Extra Equipment.

Work has actually been begun new steel dredge for the Port of Port-land, a contract for which was award-ed the Willamette Iron & Steel Works. Northwest Steel Company has started on the steel trusses for the dig-ger, according to information given General Manager Talbot, of the Port of Portland, and as soon as certain ma-terial and equipment is received the Willamette Iron & Steel Works will

et the hull under way. The Portland Shipbuilding Company, which was given a sub-contract for carpenter work on the digger, has a force engaged in the construction of pontsons, of which 16 are being worked on, and as 10 are to be turned out, be-

PORTLAND MAN VISITS WRECK OF BATTLESHIP MAINE AND SAYS ENGINEERS HAVE MORE DIFFICULT TASK THAN EXPECTED.





FRANK R. JOHNSON.

Canadian Pacific

Views Warship Raising.

Frank R. Johnson, Back From Visit

to Havana, Says Army and Navy

Experts Face Puzzle, but

Are Bound to Win.

Raising the wreck of the battleship Maine is a more stupendous task than the Government engineer estimated.

Rallway, who has just returned from

OREGON PRODUCTS SERVED

PORTLAND MAN IN

DETROIT.

Detroit a few weeks ago to take up his permanent residence in Portland, where he is to engage

in business, he was tendered a banquet by the Detroit Lodge of Elks, of which he was a member. Prominent citizens of Detroit and close friends of Mr. Sweeney joined in the festivities and responded to appropriate

toasts. In preparing the menu the Michigan Elika displayed unlicensed familiarity with Oregon titles and products. A few of the offerings were, Rogue River radishes, Corvallis celery, Tillamook trout, Yakima yams, Multnemah mint, Grants Pass Goose, Proceed addistry Portland prime

Eugene eclairs, Portland prune pis, Irvington ices, Clackamas cherries, Gilliam grapes and Ash-

in Oregon for several years, but until recently maintained his resi-

Sweeney has been active

land apples,

dence in Detroit.

responded to appropriate ts. In preparing the menu

Official

VIEW SHOWING MAINE'S GUNS EXPOSED.

sides fuel barges, the job will continue

sides fuel barges, the job will continue during the Spring.

Members of the Port of Portland Commission are desirous of having the dredge in service as soon as possible. Every effort is being made to keep the vessels in operation most of the year, and while cuts in the channel below the mouth of the Willamette have been cleared this season, the coming year's work will include deepening at all shoals. Soon after the new dredge is at work at least one of the two authorized by the Government will be ready and the proposed 30-foot authorized by the Government will ready and the proposed 30-foot channel from Portland to the sea will be undertaken.

LIGHTVESSEL DONE TODAY

Samson Goes on Oregon Dock Next for Minor Repairs.

Manager Slocum, of the Oregon dry-dock, plans to have all repair work on Lightvessel No. 52 finished today. The ship has been given considerable atten-tion, including cleaning and repaint-ing, and she has already been designated to relieve Lightvessel No. 93 on the Swiftsure Bank station. Mr. Slocum says the next vessel to

	Due to Arri	ive.
Name.	From.	Date.
Quinault. Bear. Sue H. Eir Ruse City. Breakwat Geo. W. E. Rygja. Alliance. Falcon	San Fre San Fre San Fed Mar Ped Mar Ped er Coos Ha Mer San Dies Manila Eureka San Ped San Ped	nnciscein port oc. In port ok. Jan. 28 ro. Jan. 28 ro. Jan. 28 go. Jan. 29 Jan. 31 Jan. 31

San Pedro ... Jan. S. F. for L. A. Jan. Eureka.... San Francisco

be lifted will be the tug Samson, which will be cleaned and painted, have a new propeller fitted and other work done. The extensive overhauling planned for the lighthouse tender Colplanned for the lighthouse tender Col-umbine and repairs to the schooner William Nottingham are prospective work for which Portland firms are waiting. Bids have been scrutinized relative to the Nottingham, but the owners and underwriters are not of the owners and underwriters are not it the same mind. In the case of the Colum-bine specifications are being distribut-ed and bids will be opened soon, after which they must be sent to Washing-ton for the approval of the most de-

RIVER AIDS CORRECTION MADE

Lighthouse Bureau Calls Attention to Certain Lights.

In the latest publication affecting aids to navigation in the 17th light-house district, is contained the follow-

Columbia River corrections—The follow-ing lights are exhibited from May 1 to Au-gust 15 each year; Jetly Sands range lights, Fort Columbia wharf light. Columbia River, Grays Bay light, correc-tion—The light is exhibited during the en-

tion—The light is exhibited during the en-tire year.

Grays Harbor, channel to Aberdeen—North Channel light A, to be established, about Februsary 25, 1812. will be a fixed white post lantern light, of about 45 candlepower, shown 14 feet above water, from a white cross arm on a 7-pile dolphin, in 2% fathoms of water, on north side of channel, approx-imately 1 mile 181 degrees true (5W. 4 W. what?.

Lower light will be changed on the same

wharf.

Lower light will be changed on the same date from fixed white to fixed red, reducing its intensity from about 45 to 11 canding power, poet-lantern light, without other

Suit on for Lumber Cargo Price. On trial before a jury in the United States District Court is the suit of the St. Johns Lumber Company against G. Neams & Company to recover the balance of the price of a cargo of lum-ber that was shipped on board the four-masted schooner Mable Gale to Cali-fornia. The balance due is alleged to be about \$3000, the payment of which was refused on the grounds that the lumber was not ready when contracted for and this delay created a demurrage equal to the amount sued for.

Engineer on Oneonta Resigns.

ASTORIA. Or., Jan. 25 .- (Special.) E. G. Grisbie, assistant engineer on the bar tug Onconta, has resigned to accept a more lucrative position with the American Pacific Whaling Company, of Aberdeen. The vacancy on the Oneonia has been filled by the appointment of Mr. McEwing, formerly chief of the

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That those who are seeking health and strength for themselves, children, rela-tives or friends may experience the lifegiving properties of this exclusive Norway gold medal ozonized cod liver oll medicinal food emulsion—as well as to know Ozomulsion superiority-in being most palatable and easy to take-a gen erous 3-oz. bottle will be sent by mail to those who send addresses by postcard or letter to Ozomulsion, 548 Pearl St., N. Y.

of which have been recovered. The engineers now are confronted with the problem of removing the great mass of the vessel and towing it to a place in midocean, where it can be deposited without danger of interfering with navigation.

The hull of the vessel is buried in a nass of gravel 18 feet deep. In the 14 years that the Maine has lain at the bottom of Havana harbor the sand and gravel have formed a bed around the wreckage almost as solid as a wall of concrete. However, there would be little or no trouble in removing this substance, but the engineers fear that if they dig below the cofferdam the water will rush in and flood the pit in which the wreck now lies exposed A plan to raise the vessel so that it will float without offering the danger of water rushing in now is being con

Monument Plan Opposed. "Although the engineers do not seem to be discouraged with the undertaking," said Mr. Johnson, "they realize that they have a bigger job on hand than they thought they had. There is no doubt, however, that the talent of the United States Army and Navy is

equal to the occasion.

"While I was in Havana the proposal to allow the wreck to remain where it is and to build a monument over it was suggested, but it did not meet with much favor, as the people of Havana fear it would interfere with navigation in the harbor. "It will be a long time before they

succeed in raising the Maine, but there is no doubt that the men in charge of the project can sccomplish it."

The cofferdam is proving successful and the wreckage inside remains per-fectly dry. The outer piling is of steel and was rolled especially for this purpose. The inner piling is of wood. The space between was filled with crushed rock and gravel. A large force of officers and men are employed in the work.

Tour Like Trip Abroad, Mr. Johnson attended the annual meeting of the Passenger Agents' Association of America at Jacksonville. Fla., and went to Havana with other members of that organization. On the return trip they traveled in company with Attorney - General Wickersham and party, who had gone to Cuba to inquire into the recent disturbances on the Island. The Cubans resent the idea that the United States may find DIFFICULT WORK AHEAD it necessary to intervene, he said. Members of the Attorney-General's party expressed the belief that it will

be necessary frequently for the United States to impress the advantage of "being good" upon the Cubans. All the business in Havana is done by natives and Spaniards, reports Mr. Johnson. A resident of the States feels almost as much out of place there as he does in a European country.
In company with other passenger men Mr. Johnson took a trip on a spe-

cial train on the new Fiorida East
Coast Railroad—the "Railroad Across
the Sea"—that was opened for traffic
a few days ago. Their journey was
made several weeks in advance of the
formal opening.
Mr. Johnson also visited in New
York and other Fastern cities and declares Frank R. Johnson, general agent in Portland for the passenger department of the Canadian Pacific York and other Eastern cities, and Mr. Johnson, who was accompanied on his trip by Mrs. Johnson, passed several days in exploring the wreck of the old fighting ship around which a cofferdam has been built and parts found a keen interest among people there in Portland. Travel in this direction will be heavy this year, is his prediction

Movements of Vessels. PORTLAND. Jan. 25.—Arrived—British ship Wm. T. Lewis, from San Francisco. Sailed—Steamer Casco, for San Francisco. Sailed—Steamer Casco, for San Francisco. Astoria, Jan. 25.—Condition at the mout of the river at 5 P. M. moderate; wind east 10 miles; weather, cloudy. Left up at 9:10 A. M.—British ship Wm. T. Lewis. Sailed at 9:15 A. M.—Steamer Oleum. for Fort San Luis. Sailed at 10:10 A. M.—Steamer Breakwater, for Coos Bay; at 11:15 A. M.—Steamer Asuncion, for San Francisco, at 1:15 P. M.—Steamer Asincion, for San Francisco, Arrived down at 1:30 and sailed at 2:45 P. M.—Steamer Daisy Freeman, for San Francisco. Arrived down at 1:25 P. M.—Steamer Casco, P. M.—Steamer Daisy Freeman, for San Francisco. Arrived down at 2 and sailed at 3:30 P. M.—Steamer J. A. Chansior, for Monterey. Sailed at 2:25 P. M.—Steamer Casco, Jan. 25.—Arrived at 2 P. M.—Steamer Rose City, from San Pedro; steamer Rose City, from San Pedro; ste San Francisco; strong southeast gale; ali weil:
seattle, Jan. 25.—Salied at 2 P. M.—British steamer Hartington, for Portland.
Mejillones, Jan. 25.—Arrived—Schooner
Philippine, from Columbia River.
San Prancisco, Jan. 25.—Arrived—Steamers Tenyo Maru, from Hongkong: Comedian,
from Antwerp. Salied—Steamers Crown of
Calicia, for Liverpool; Fairhaven, for Port
Ludlow: Centralia, Daisy, for Grays Haber,
Seattle, Jan. 25.—Arrived—Steamers Jefferson, from Skagway; Hartington, from
Hiemerton. Salled—Steamers President, for
San Francisco, Alameda, for Southwestern
Alaska; Titan, for Victoria; Roma, for San
Francisco; Hartington, Portland, Or.
Valparaiso, Jan. 19.—Arrived—Assuan,
from Hamburg, for San Francisco, Salied—
Mera, from San Francisco, for Hamburg,
Liverpool, Jan. 25.—Arrived—Chancellor,
from San Francisco.
Shanghal Jan. 25.—Arrived previously— Mera, from San Francisco, to Hancellor, Liverpool, Jan. 25.—Arrived—Chancellor, from San Francisco.
Shanghai, Jan. 25.—Arrived previously—Panama Maru, from Seattle.
Los Angels, Jan. 25.—Arrived—Santa Barbara, for Willapa Harbor; St. Heiena, for Columbia River; Norwood, for Grays Harbor. Salled—Governor, for Pupel Sound ports; Saginaw, for Willapa Harbor.

Tides at Astoria Friday.

POLEY'S HONEY AND TAR COMPOUND "CURES IN EVERY CASE."
Mr. Jas McCaffery, Mgr. of the Schlitz
Hotel, Omaha, Neb., recommends Foley's
Honey and Tar Compound, because it
cures in every case. "I have used it
myself and I have recommended it to
many others who have since told me
of its great curative power in diseases
of the throat and lungs." Foley's Honey
and Tar Compound is a reliable family
medicine. Give it to your children, and
take it yourself when you feel a cold
coming on. It checks and cures coughs,
coids and croup and prevents bronchitis and pneumonia. Refuse substitutes. Sold by all druggists. FOLEY'S HONEY AND TAR COM

Coal or dry wood supply replenished — MinnEaPolls, Minn. Jan. 25.—Wheat — May, \$1.07; July, \$1.07%. Cash — May, \$1.07%; No. 2 Northern, \$1.06%

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## For Weak, Diseased Men Cure, to Stay Cured

For 30 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 \$1000. 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 miserable 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 fee and care little for the welfare of their fellow 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 me.

#### 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, always 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 have 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 does not possess the pleasures for you it did. Would you not give much to 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 manly 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.

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states, consult me and be forever cured of it. My treatment cleanses and
stradicates every taint of poison and every impurity from the blood and
system. All danger of transmission or recurrence is removed. The taking
of injurious minerals for years never cures. My treatment is a specific, a
certain antidote; you improve from the very commencement, and are soon
permanently cured, as proven by positive blood tests.

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I ALSO CURE to stay cured Rupture, Kidney and Bladder Ali-ments, Piles, Pistula and Rectal Affections, Rheumatism, Catarrh, Eczema and all Chronic, Nervous, Blood, Skin and all Aliments of Men.

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## FARM STOCKS LIGHT

Smallness of Reserves Cause of Wheat Strength.

CHICAGO UP A QUARTER

Corn Sells at Highest Point of Season for Deferred Deliveries and Nearly at Top for May on Weather Forecast.

CHICAGO, Jan. 25 .- Corn today sold at the highest point of the season for deferred futures and nearly so for May. A forecast of general stormy conditions, which threat ened to interfere with the drying out of the up, and deterred to a serious extent much crop, and deterred to a serious extent much desired shipments, was the immediate reason for the fulge. Closing figures were steady at % % to %c above last night. Wheat finished unchanged ta % % to up. outs %c to %c and hog products were lower by 25c to 10c.

oats %c to %c and hog products were lower by 2%c to 10c.

May corn ranged from 65% @67c, closing at 67% @67%c, a net gain of % %c. Cash grades were firm: No. 2 yellow was quoted at 65%65%te for carlond lots.

Smallness of farm reserves in the North-west and the continued falling off of receipts in that district helped the wheat market to make an upturn. Offerings here were small and there was a fair commission demand. May whoat fluctuated between \$1.01% @1.02%. with last sales & @%c up to \$1.01% @1.02.

Outside limits reached for May oats were 50%c and \$1% @51%c. The close, at 50%c, showed a net advance of %c.

Larger receipts than looked for depressed provisions. In the end pork was down 5c to 16c and the rest of the list 2%c to 7%c.

The leading futures ranged as follows:

	9pen. \$1.01% .05%	161gh. \$1.02% .95% .94%	1.0W. \$1.61 \(\frac{1}{2}\).95 \(\frac{1}{2}\).93 \(\frac{1}{2}\).	Close. \$1.81% .95% .94%
	.67 .67	67% 67% 67%	66%	.67% .67%
	.50% .50% .45%	.51% .46% .61%	.40% .40%	.50 % .50 % .46 .41
	16.37 %	16.40 16.62%	16.30 16.50	15.90 16.82% 16.55
	9.2215 9.4715 9.6215	9,25 9,50 9,6214	9.2214 9.45 9.5714	9,25 9,45 9,57 %
20000	8.57% 8.80	8.57 1/4 5.82 1/5 8.87 1/5	8.5214 8.77 % 8.80 follows:	8.55 8.80 8.82%
		Open. \$1.01% 94 64% 67 85% 67 50% 45% 40% 16.37% 16.80 2.22% 9.47% 9.62% SHO	\$1.01% \$1.02%  05% 95% 94 94% CORN. 67 67% 65 67% 65 67% 65 67% 65 67% 66 45 67% 67 67% 68 51%	Open. High. Low. \$1.01% \$1.02% \$1.01% \$05% 95% 96% 94 94% 93% CORN. 64% 67% 66% 67 67% 66% 67 67% 67  OATS. 50% 51% 40% 45% 45% 46% 45% MESS PORK. 16.37% 16.40 16.30 16.60 16.62% 16.50 LARD. 22% 9.25 9.22% 9.47% 9.50 9.45 9.67% 8.57% 8.52% \$50% 51% 8.57% SHORT RIBS.

choice mailing, \$1.18@1.33. Timothy seed—\$12@15.

to choice malting, \$1.18@1.25.
Timothy seed—\$12@15.
Clover seed—\$12@15.
Clover seed—\$15@22.
Pork—Mess, old, \$15.37 ½; new, \$15.87 ½.
Lard—la tierces, \$9.25.
Short ribs—Loose, \$8.55.
Grain statistics:
Total clearances of wheat and flour were aqual to \$10,000 bushels. Primary receipts were \$95,000 bushels, compared with \$25,000 bushels the corresponding day a year ago. Estimated receipts for tomorrow: Wheat, 11 cars; corn, 176 cars; oats, \$5 cars; hogs, \$25,000 bead.

European Grain Markets LONDON, Jan. 25.—Cargoes, steady, Walla Walla for shipment at 37s. English and French country markets, LIVERPOOL, Jan. 25.—Wheat-March 7s. d.; May. 7s. 4%d. Weather,

TACOMA. Jan. 25.—Wheat—Bluestem, 88c; club. 88c; fortyfold, 84c; red Russian, 81c. Puget Sound Grain Market,

SEATTLE. Jan. 25.—Wheat—Bluestem, 854c; fortyfold, 88c; fife, 824c; club, 824c; red Russian, 51c. Yesterday's car receipts: Wheat, 29; oats, 9; hay, 29; flour, 2; barley, 1. Minneapolis Wheat Market.

@1.07; No. 2 Northern, \$1.04 \ @1.05; No. 3 wheat, \$1.02 \ @1.03. Grain at San Francisco.

SAN FRANCISCO, Jan. 25.-Wheat, quotations: Wheat-Shipping \$1.524; per cental. Feed, \$1.90 g 1.95 per cental; brew ing, nominal.
Outs—Red. \$1.60@1.90 per cental; white, \$1.70@1.75 per cental; black, \$1.65@1.80.
Call board sales: Barley, December to

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By the latest methods known to welform a small fee.

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The method to cure you.

DR. LINDSAY The Old Reliable Specialist. er Alder and Second streets. En-ce 128% Second street. Portland. Office hours—9 A. M. to S P. M. Sundays. 10 A. M. to 1 P. M.

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J. J. Keefe, Ph. G. M. D. Rooms 11-14 Lafayette Bidg., 31332 WASHINGTON ST., COR 6th, PORTLAND, OR.



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WAI JING





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Innd specialists combined.

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Are You

being treated in a satisfactory manner by your present doctor? Is he
carrying out his premises? Has he
cured you in a reasonable time, and
lived up to his guarantee? Are you
paying him exorbitant prices for
medicine? Does he employ thoroughiy up-to-date and scientific methods,
which would be approved by the regular family doctor? If you cannot
answer these questions favorably to
yourself, come and have a confidential talk with me about your case.
It will cost you nothing.

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No Detention From Occupation, Family or Home. Pamily or Home.

NO SEVERE OPERATIONS,
MANY CASES PERMANENTLY
CURED IN ONE TREATMENT.
MOST TIME S'VING, MOST NATURAL, MOST SAFE. A RADICAL
AND PERMANENT CURE. I
GIVE MY WORD AND WILL CITE
YOU TO OTHER MEDICAL AUTHORITIES THAT THIS IS A
FACT. I AM CERTAINLY PREPARED TO CURE BY EXPERIENCE AND EQUIPMENT, WHICH
ARE THE KEYSTONES TO SUCCESS. I HAVE THE BESTEQUIPPED MEDICAL OFFICE ON
THE COAST.

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