

Gold Coupon Real Estate Certificates

Earn Large Profits, Entail No Risk, Are Doubly Guaranteed, Cannot Depreciate, Cashable on Demand, Carry a Bonus, Interest Bearing, Income Earning, Increased Valuation

The Interest on These Gold Coupon Real Estate Certificates Commenced May 1, 1908, and Is Now Accruing; Payable Semi-Annually

PROFITS—This certificate has four earning powers—Bonus, Interest, Income and Increase Valuation.

NO RISK—Its principal and interest is held in trust and hence cannot be misapplied or dissipated.

GUARANTEE—In addition to its funds being invested in Portland Business Real Estate under a trusteeship, The Standard Trust Company of Portland, Oregon, guarantees its principal and interest without reservation.

NO DEPRECIATION—Regardless of what depreciation may occur in the real estate market, these certificates being guaranteed in principal and interest, will never go below par.

CASHABLE—The Standard Trust Company will purchase these certificates two years from their date of issue, paying the principal face value with a 2 per cent bonus and all accrued interest thereon.

INCOME—One-half of the net income received from the property held in trust for these certificates, will be paid to the certificate holders, and available data show net income should range from 8 per cent to 15 per cent per annum.

INTEREST—The interest on these certificates commences May 1, 1908, payable semi-annually and is guaranteed absolutely, under a trusteeship.

INCREASE VALUE—The increase value of Portland Business Real Estate has been steady and healthy and easily justifiable. Within the last few years the Eastern money interests have fully realized the many and wonderful resources of Oregon, among which are its agricultural lands, its timber and its water powers, all needing development and exploitation. These resources must all pay tribute to Portland, and it is easy to reason why Portland business property has within the past six or seven years increased from 175 per cent to 400 per cent, and it is safe to predict that the next five or ten years will see even a greater increase.

DIVIDENDS—The property purchased and held for these certificates will be so held under trusteeship for ten years and then sold. The certificate holders will receive in addition to the face of their certificates and the interest and income paid on them, one-half of the increased valuation of the property, being the difference between the purchase price and the selling price of the property, which can easily be estimated between 200 per cent and 300 per cent, for every reason gives evidence that Portland should have between 500,000 and 600,000 population within the next ten years.

CONFIDENCE—This investment must appeal to all who have confidence in Portland and its address

land, and all living in this beautiful and glorious Pacific Northwest Country must know that Portland is destined to be its financial and social center.

DENOMINATIONS—These certificates are issued in denominations of from \$25 upwards, allowing the small investor the same privilege of profit sharing and an equal advantage of the large and assured advances of Business Real Estate, as is enjoyed by the man of great wealth. Remember, the interest commenced May 1st, 1908, and is now accruing.

CERTIFICATES—The following will illustrate the sources of income from our Gold Coupon Real Estate Certificates:

Principal Guaranteed	Amount Invested
Interest Guaranteed	4 per cent annually
Rental Income	4 per cent annually
Increase Valuation	7 per cent annually

Profit on Investment should easily be 15 per cent annually
And as much more as these values increase during the life of these Certificates.

INCREASED VALUES—It will be observed in our above illustration of "Increased Values," we have estimated less than 150 per cent for ten years, while Portland Business Real Estate has increased in value during the past six or seven years from 175 per cent to 400 per cent, as illustrated by the following:

Property.	Sold.	Assessed Value.	Increased Value
Lot 3, Block 64	\$33,000	\$81,500	Over 175 per cent
East half Block 43, Couch Add.	70,000	212,500	Over 200 per cent
Lot 6, N. half Block "J"	15,000	45,000	Just 200 per cent
East half Block 313	25,000	87,500	Over 200 per cent
Lots 5 and 6 N. half Block "I"	45,000	90,750	Over 100 per cent
Lot 17 S. half Block 85	13,000	67,000	Over 400 per cent

Being a total average of over 203 per cent.

Comparisons of this kind could be secured, sufficient to fill many pages. These quotations simply cover ground values, exclusive of improvements.

INVITATION—We invite all to call at our offices and we will be pleased to enter into full detail with them, explaining any subject of this investment which may not at once be clear to their full understanding.

STANDARD TRUST COMPANY

PHONE
Main 8623 A 1139

OFFICERS
WM. H. GARLAND, President
I. W. LANE, First Vice-President
A. DILLON, Second Vice-President
JOHN B. MOON, Secretary

H. P. DAVIDSON, Loans
E. L. DOKETER, Cashier
C. M. SCHERER, Trust Officer
A. E. CLARK, Counselor

CHAMBER OF COMMERCE BUILDING,
265-67 STARK ST., PORTLAND, OR.

FOREIGN EXPORTS ARE HOLDING UP

Grain Shipments, Including Flour, Amount to Over 500,000 Bushels.

EDOUARD DETAILLE CLEARS

Sailing Fleet Consists of Three Vessels and Two Steamships—Get Away With Flour for the Orient—Waterfront News.

Grain exports (foreign) for the month of May now amount to 353,333 bushels of wheat and 47,723 barrels of flour. If the latter is reduced to a wheat basis it will bring the figures up to 517,107 bushels, a fraction over 500,000 bushels.

The last vessel to clear for a foreign port with wheat was the French bark Edouard Detaille, which got away yesterday with 111,254 bushels, valued at \$102,556. The destination of the French vessel is Queenstown or Falmouth, where she will receive orders to proceed to a port of discharge. The Norwegian bark Urania and the German ship Nornia have each cleared with full wheat cargoes, and the Sheila and the Nicomedia have carried the export flour. The former took 30,000 barrels and the latter only 12,728 barrels. The entire shipment on the regular line steamship, the Nicomedia, was furnished by inland millers. The Portland Flouring Mills Company, for the first time in many years, did not have anything to go westward in the regular liner.

BERMINGHAM ISSUES ORDER

Operators of Motor-Boats Must Pay Strict Attention to Law.

Supervising Inspector John Bermingham, of the steamboat inspection service, has issued instructions to all local inspectors and assistants regarding the operation of motor boats during the time the fleet is in Pacific waters, and he calls attention to the new rules, recently made, for the government of pilots of motor boats carrying passengers for hire. The letter to Messrs. Edwards and Fuller follows:

In view of the fact that a vast number of people will visit the fleet of war vessels while in the harbor at Portland, Or., during its stay there, it behooves me in the interest of human life to notify all motor-boat owners and the operators and navigators of such boats carrying passengers for hire, that the following rules must be strictly observed by them, viz:

certificate at her landing stage or wharf, limiting the number of passengers she is allowed to carry, which must be exhibited to the steamboat inspectors before the motorboat will be allowed to leave the landing stage or wharf.

Every such motorboat must be furnished with a lawful life preserver for each and every person allowed to be carried; and be fitted with suitable rails on the top or side of her house for the passengers to hold on to.

The local and assistant inspectors will keep in a book a list of the names of the boats, the operators and navigators thereof, and the number of persons allowed to each motorboat; and they will permit the customs officers to copy the same for their information.

These rules have been tried at the various ports lately visited by the fleet in Southern California, without the loss of human life, were found to work to the satisfaction of all concerned. Any violation of them will result in either the suspension or revocation of the license of the operators or navigators of the motorboat. The responsibility of the owner is provided for by statute law.

Captain Edwards also desires to call the attention of owners and operators of launches, not carrying passengers for hire, to the recent changes in the rules governing the operation of such craft after sundown. The height of the after light shall be at least 15 feet

STEAMER INTELLIGENCE.		
Due to Arrive.		
Name	From	Date
Nicomedia	Hongkong	In port
Breakwater	Coos Bay	May 10
Geo. W. Elder	San Francisco	May 12
Roanoke	Coos Bay	May 13
Rose City	San Francisco	May 13
Roanoke	Los Angeles	May 20
Alecia	Hongkong	May 20
Nunantia	Hongkong	June 10
Arabia	Hongkong	June 20
South Elmore	Tillamook	Indef.
Scheduled to Depart.		
Name	For	Date
Nicomedia	Hongkong	May 10
Breakwater	Coos Bay	May 12
Geo. W. Elder	San Francisco	May 13
Alliance	Coos Bay	May 16
Rose City	San Francisco	May 16
Roanoke	San Francisco	May 23
Alecia	Hongkong	June 20
Nunantia	Hongkong	June 20
Arabia	Hongkong	Aug. 1
South Elmore	Tillamook	Indef.
Entered Saturday.		
Roanoke	Am. Steamship (Dunham), with general cargo, from San Pedro and way.	
Eureka	Am. Steamship (Noren), with general cargo, for Eureka.	
Asuncion	Am. Steamship (Bridgett), with fuel oil, from Point Richmond.	
Cleared Saturday.		
Roanoke	Am. Steamship (Dunham), with general cargo, for San Pedro and way.	
Eureka	Am. Steamship (Noren), with general cargo, for Eureka.	
Asuncion	Am. Steamship (Bridgett), with ballast, for Point Richmond.	
Alliance	Am. Steamship (Olson), with general cargo, for Coos Bay ports.	
Edouard Detaille	Fr. bark (Loeb), with 111,254 bushels of wheat, valued at \$102,556, for Queenstown or Falmouth for orders.	
Nicomedia	Ger. Steamship (Wagemann), with 12,728 barrels of flour, valued at \$38,184, and general cargo valued at \$15,734.62, for Hongkong and way ports.	

above the white light forward and the side lights must be screened.

BIG DONKEY FOR COOS BAY

Largest Engine of Class Being Taken South on the Alliance.

One of the largest donkey engines ever constructed on the Pacific Coast was loaded on the steamship Alliance yesterday

and will be taken to Coos Bay for the use of Yauguin & McDonald. North Bend lumbermen. The machine was specially constructed by the Williamette Iron & Steel Works, and weighs 25 tons. A cast nameplate on the bed announces that the engine has been named "Coos King."

The Alliance also had as a deck load two gasoline engines for the new schooner which was built at North Bend for service between Coos Bay and Coquille River. The engines will be installed immediately.

LEAVES THE PORTLAND RUN

Steamer Sue H. Elmore Will Make Astoria Northern Port.

The steamer Sue H. Elmore, which has been operating on an irregular schedule between Portland and Tillamook Bay for the past two months, will soon be withdrawn from the run and the Northern port of entry for the steamer will be Astoria, as it was formerly. When the Elmore was placed on the run out of Portland it was announced that the craft would make a weekly sailing, but the best she was able to do, or did do, was one trip in two weeks.

Marine Notes.

The steamship Rose City sailed yesterday for San Francisco with a large crowd of passengers and a full cargo of freight.

The steamship Roanoke sailed for San Pedro and way ports last night.

The steamship Breakwater is due to arrive this evening from Coos Bay.

The oil tank steamer Asuncion sailed last evening for Point Richmond.

Arrivals and Departures.

PORTLAND, May 9.—Arrived—Steamship Eureka, from Eureka and Coos Bay; steamship Wellesley, from San Francisco. Sailed—Steamship Rose City, for San Francisco; steamship Alliance, for Coos Bay; steamship Asuncion, for Point Richmond; steamship Roanoke, for San Pedro and way ports; steamship Eureka, for Eureka and Coos Bay. Astoria, May 9.—Condition of bar at 2 P. M. smooth; wind northwest; weather cloudy. Arrived at 8 A. M. and left up at 1 P. M.—Steamer Wellesley, from San Francisco. Arrived down at 7 A. M. and sailed at 11:15 A. M.—French bark Cornil Bart, for New Caledonia. Arrived down during the night and sailed at 11:15 A. M.—Steamer Sue Elmore, for Tillamook. Arrived down at 2 and sailed at 4 A. M.—Steamer Northland, for San Francisco. Arrived down at 3 P. M. and sailed at 6:30 P. M.—Steamer Roanoke, for San Francisco. Arrived down at 3:30 P. M. and sailed at 6 P. M.—Steamer Rose City, for San Francisco.

San Francisco, May 9.—Arrived—Steamer Homer and schooner Alvina, from Portland. Sailed at noon—Steamer State of California, for Portland.

Honolulu, May 9.—Arrived—Acacia, from Seattle; Tacoma, etc., via Punta Arenas and Hull.

Cartiff, May 9.—Arrived—Tweddala, from Portland, via Moil.

New Chwang, May 1.—Arrived—Henrik Ibsen, from Tacoma, via Shanghai.

Tides at Astoria Sunday.

High. Low. 8:22 A. M. 6:1 feet; 2:40 P. M. 3.2 feet; 9:12 P. M. 7.5 feet; 1:23 P. M. 11.9 feet

Closes All Polish Schools.

KIELECE, Russian Poland, May 9.—On account of the recent assassination of M. Afanasiyeff, superintendent of schools of Kielece, the private Polish schools has closed all the Polish schools in this province.

VAN DUSEN MAKES REPORT

MASTER FISH WARDEN RETIRES FROM OFFICE.

Tells What He Has Done and Gives the Glad Hand to McAllister.

ASTORIA, Or., May 9.—(Special)—H. G. Van Dusen, in vacating the office of Master Fish Warden, has prepared the following report:

"The position which I vacate today, I have occupied for seven years, or since 1901. It has been my earnest endeavor to build up the fisheries of the Columbia River by fostering the work of artificial propagation, and excellent results were in the latter year that the number of amount of stationary gear in the narrows and the failure of the legislature to enact laws which would regulate this matter, permitted the wholesale slaughter of the salmon before they were able to reach the natural spawning grounds in the upper river. Since I have been in office, we have established hatcheries on the tributaries of the Columbia River, with total capacity of 55,000,000 eggs. These are the Lower Clackamas, Salmon River, McKenzie, Willowa and Ontario plants and we were making arrangements for the establishment of a monster central plant on Tanner Creek, near Bonneville.

On the Oregon Coast streams, we have started seven hatcheries, with a total capacity of about 30,000,000 eggs. These are located at Tillamook, Yaquina, Alesia, Salslaw, Umpqua, South Coos and Coquille.

"In the Columbia River district, we increased the output of salmon fry from 2,500,000 in 1906 to 37,000,000 in 1907. It was in the latter year that the number of wheels in the narrows of the upper river was so increased that few of the salmon were able to get by, and since then the output from the hatcheries on the tributaries of the Upper Columbia has been much smaller because we could secure no matured salmon with which to operate, and last season it was necessary to close down all those plants. My reporting this fact, as I found it from actual experience, to the board was made the excuse for my removal from office, but whether or not that was the real reason is of no importance now.

"For my successor, Mr. McAllister, I have only the kindest feeling, and in turning over the office today, I assured him that at any time I can be of assistance to him in furthering the work of building up the fishing industry, he has but to call upon me. The preservation of the fisheries of Oregon is one of the most important problems that confront the people of the state today. Much depends upon the manner in which the hatchery work is conducted, but much more depends upon the enactment of legislation, the enforcement of which will enable the salmon to reach the spawning grounds. If adequate laws are passed and enforced, putting a stop to all fishing in the narrows of the upper river and in the natural spawning grounds, the salmon industry of the Columbia can be built up to its former proportions within a few years and for the benefit of the entire state I sincerely hope this will be done. Much is always expected from the man who occupies the position of State Fish Warden, but the public must remember that his work will always be handicapped unless he receives the support and cooperation of the people and especially of those directly interested in the industry."

New Oregon Forest Guards.

WASHINGTON, May 8.—The Forest Service has just announced the following appointments on Oregon National Forests: Thomas Jacobs, Charles F. John-

son and John J. McCray, forest guards on the Imnaha National Forest; E. N. Young, W. J. Jones and O. L. Hillis, forest guards on the Siskiyou National Forest; L. E. Tipton and F. W. Watson, forest guards on the Blue Mountains (B) National Forest; James C. Giehrst, forest guard on the Blue Mountains (W) National Forest; Thomas M. Ray, F. Charles Mack and Bert Howard, forest guards on the Blue Mountains (Malheur) National Forest.

Early Season on Yukon River.

Ice will break in the Yukon River earlier this season than for a number of years and, according to reports received by the local agents of the Pacific Coast Steamship Company, passengers who leave north on the steamship City of Seattle, May 17, will be able to make direct connections at White Horse for Dawson. The first boat scheduled to leave St. Michaels is the Suse, which has been slated for June 12. She will catch the passengers from the Senator and the Umattila and will go through to Fairbanks.

Olympia Malt Extract, good for grand-children. Only 1¢ per bottle. No alcohol. Phones: Main 671, A 3MT.

DOCTORS MEET IN JULY

DATES ANNOUNCED FOR STATE MEDICAL SOCIETY.

Interesting and Instructive Programme Prepared—Eminent Medical Men to Attend.

At a meeting of the Council of the Oregon State Medical Association, the date of meeting was set for the first three days in July. The association will meet this year in Portland, and plans are being made for an unusually instructive and entertaining session. Many physicians from all parts of Oregon will be present. A number of medical men from Utah, Montana, Washington and Idaho have written to the secretary, accepting the circular letter of invitation which was sent out to physicians in all these states. The star attraction will be a series

of papers by Dr. G. W. Crile, of Cleveland, O., who has established a world-wide reputation in surgery. Dr. Crile elaborated and perfected the operation of transfusion of the blood from one person to another, and his operation is the one now universally used. He is an entertaining speaker, who possesses a highly original mind, and is counted on to draw a large audience. Dr. Witherspoon, of Butte, Mont., who is widely known in the surgical world, will also be present, and will add much to the attractions of the meeting. Negotiations are pending with several eminent San Francisco medical men, who are expected to contribute to the medical end of the scientific programme, which will be elaborate but well balanced. A banquet and a river moonlight excursion are among the social features planned. It was originally hoped to have this meeting during the Rose Festival, but unfortunately the American Medical Association meets on those dates, and as many Portland doctors have planned to attend the meeting of the parent body and have places on the programme, it was thought best to delay the Oregon meeting until a large attendance could be assured.

REAL CURES FOR MEN



The physician who has devoted the greater portion of his life to a careful study of these special diseases—who has learned by years of successful practice the cause, the character and the cure of these obstinate and intricate maladies of man—is far better able to effect a speedy, perfect and permanent cure than is the general practitioner who meets them but seldom. We promise only what we can fulfill; we accept no case we cannot cure; we offer free consultation, examination and advice, and if you are responsible we will wait until you are cured before we ask for our pay, which is at all times reasonable. Come in and have a confidential talk with us; it will cost you nothing and may be of untold benefit to you. Our sympathy and our aid are yours, and we will treat you as a brother and as a man.



WE CURE MEN FOR \$10 NO PAY UNLESS CURED

This well-known and reliable curative institution is a permanent fixture of Portland. It has stood the test of time and will continue to stand as a Mecca of hope for afflicted men hereabouts. From time to time it has been remodeled in all its departments, which are thoroughly equipped with every scientific instrument, apparatus and device essential to our modern methods of specialty practice. Its financial responsibility is as solid as gold, while the treatment it administers, as legions of its cured patients know, is skillful, scientific and successful. We invite all afflicted men who desire a cure to inspect our offices, and to honestly investigate us. A private consultation, a careful personal examination, together with a scientific and honest opinion of your case, will cost you nothing; and a perfect cure, if you decide to take it, will not be more than you will be willing to pay for the benefits conferred. We cure all special diseases of men.

WHY WE CURE, where others fail: Our methods are up to date. We thoroughly understand our business and apply our knowledge and skill on every case we undertake. We fulfill our promises and never accept a case unless we believe we can cure it. We study the peculiar nature of every individual case and treat the causes, not symptoms. We teach our patients how to help get well—what to eat and drink during the course of treatment and what to avoid. As to terms: Our large practice enables us to cure for less money than the average so-called specialists—and you see the results before you are required to pay us. Honest, conscientious work speaks for itself. Pretenders, jealous of our success, try to belittle us because our fee is small, but intelligent men are not influenced by their arguments. We ask any man suffering from any disease we treat to call and see us. Many cases supposedly incurable are often the result of poor treatment, and the case is cured when methods such as we employ are prolonged indefinitely. This alone should be incentive enough to induce you to try once more, no matter who has failed to cure you in the past.

WRITE IF YOU CANNOT CALL. Office Hours, 9 A. M. to 8:30 P. M. Sundays, 9 to 12 M.

ST. LOUIS MEDICAL AND DISPENSARY

CORNER SECOND AND YAMHILL STREETS, PORTLAND, OREGON.