GEO. W. ELDER HAS A NARROW ESCAPE

Prompt Action of Pilot Emken Prevents Vessel From Being Wrecked in River.

BLAME BRIDGE OPERATORS

Draw of Spokane, Portland & Seattle Railway Bridge Fails to Open on Signal—Steamship Reached to Prevent Accident.

By the prompt action of Pilot Harry Emken, in charge of the steamer Geo. W. Elder, a horrible marine disaster was prevented last Thursday night, near the Willamette River bridge of the Spokane, Portland & Seattle Railway. The matter was made public yesterday when Pilot Emken filed a written complaint with the United States Engineer's office. The Elder was beached on the east bank of the river to prevent a collision with the bridge and when she wound up on the sand the bow of the vessel was within 20 feet of the railroad structure.

The Geo. W. Elder, Captain Jessen, sailed from Portland at 8 o'clock in the evening, bound for San Pedro and way ports. When the vessel rounded the lower end of Swan Island, Captain Emken whistled for the draw. It failed to open and the engines on the steamship were stopped. A second signal was given and at that moment a passenger train appeared on the bridge. There was a heavy current in the Willamette and the Elder was drifting down toward the draw.

The train came to a standstill and when the Elder was within 100 feet of the draw rest the train started on the draw. Prompt action was necessary. Captain Emken rang full speed astern. The Elder backs to starboard instead of port and the stern of the steamship began to move toward the east bank of the river. The ship got broadside to the current. She picked up, however, and grounded when the bow was within 20 feet of the bridge.

Pilots and shipmasters have made numerous complaints to the engineers about the manner in which the draw of the Willamette River bridge is handled. Major McIndoe has taken the matter up with the railroad company and the officials have promised better service, but to date there has been no change for the better. With prospects for a freshet in the Willamette increasing hourly, the danger becomes greater. It is impossible to stay the headway of a steamship running with the current. The craft must travel faster than the current in order to steer. A propeller craft will not handle with the engines going astern.

TWEEDDALE LEAVES DOWN

British Steamship Carries Part Cargo of Lumber for Australia.

The British steamship Tweeddale left town yesterday for Tongue Point, where she will take on a part cargo of lumber for Australia. The Tweeddale cleared from Portland with 1,345,825 feet of lumber, valued at $14,825. From Tongue Point she will proceed to San Francisco, and thence to Sydney, carrying the mail. The Tweeddale is the first lumber vessel to clear foreign for January.

The steamship Alliance will sail at 6 o'clock this morning and try to run the ice blockade between the mouth of the Willamette and Warrior Rock. The Alliance has been equipped with an ice cutter and has been sheathed with two-inch planking. Pilots and rivermen are confident that she will not be able to go through.

The steamship Senator succeeded in making the trip to Astoria. She is a steel vessel and is constructed to battle with ice. The oil carrier Washtenaw is due at Astoria today, but she will probably be ordered to Seattle, as she cannot get up the river. The steamship Breakwater is also due and she will not come through. The Columbine has tied up here until after the ice jam breaks.

At Umatilla the thermometer dropped to 16 degrees below zero. Ice is heavier at that point than for many years. On the bars above Warrior Rock the ice has anchored on the bottom and the blockade extends nearly across the river.

HARBORS BILL GETS SUPPORT

Northwest Commercial Bodies Are Active in Its Behalf.

A great deal of attention has been given to river and harbor improvements by the Portland Chamber of Commerce during the past year, and the indications are that the organization will accomplish a great deal along the same line during 1909. Action has been taken already to secure aid for the passage of the rivers and harbors bill before the present session of Congress.

Telegrams were sent yesterday to the commercial organizations of Walla Walla, Spokane, Tacoma and Vancouver, Wash., asking their support for the bill, by Secretary Edmond C. Giltner, of the Portland Chamber. The telegrams were as follows: "Please telegraph immediately to Wesley L. Jones, Washington, D. C., urging the utmost effort for the passage of the rivers and harbors bill in the interests of the Northwest. Development will be retarded beyond measure by the failure to continue the work."

Marine Notes.

The steamship Tweeddale left down for Astoria yesterday with a part cargo of lumber.

The British ship Neotsfield shifted from the O. & C. dock to the O. W. P. dock yesterday afternoon.

The German ship Oregon has shifted from the Irving dock to Columbia No. 2.

The steamship Argo is ice-bound at Astoria.

The steam schooner Majestic is at Astoria, unable to come up the river.

Arrivals and Departures.

PORTLAND, Jan. 9.—Sailed—Steamship Cascades, from St. Helens, for San Francisco; British steamship Tweeddale, for Sydney via Tongue Point and San Francisco.

Victoria, Jan. 8.—Arrived—Steamer Empress of India (Br.), from Yokohama.

Glasgow, Jan. 9.—Sailed—Buenos Ayres, for Portland.

Hamburg, Jan. 9.—Ilford, from Portland, Or., etc., via Dartmouth and Copenhagen.

Astoria, Jan. 9.—Condition of the bar at 5 P. M., smooth; wind, east; weather, cloudy. Arrived down at 5 and sailed at 10:30 A. M.—Steamer Senator, for San Francisco. Arrived at 8:15 A. M.—Steamer Argo, from Tillamook. Sailed at 1 P. M.—Steamers Mayfair, Fenwick, Yellowstone and South Bay for San Francisco.

San Francisco, Jan. 9.—Sailed at 11:30 A. M.—Steamer Rose City; at 1:30 P. M., steamer Roanoke, for Portland. Arrived at 11:30 P. M.—Steamer Thos. L. Wand, from Portland.

Hamburg, Jan. 9.—Arrived, January 7—British steamer Ilford, from Portland.

Tides at Astoria Sunday.

High.	Low.
3:40 A. M....7.4 feet	9:32 A. M....3.5 feet
3:43 P. M....7.7 feet	9:48 P. M....0.4 foot

Notice to Mariners.

The time ball on the Customs House building dropped 9¾ seconds before 12 o'clock on Saturday, January 9. Shipmasters adjusting chronometers will take due notice.

JOHN M'NULTY,
Hydrographic Officer.

FIFTEEN OUT OF FIFTEEN

Great Naval Target Practice. Evans Talks of Battleship Cruise.

NEW YORK, Jan. 9.—Among the many interesting and picturesque statements made by Rear-Admiral Robley D. Evans, in his talk last night at Carnegie Hall, under the auspices of the Navy League, was one concerning the conversation with President Roosevelt just before the departure of the Atlantic battleship fleet for its globe-circling cruise.

"Admiral," the President said, according to Admiral Evans, "remember that you are on a peaceful expedition, but if it should turn out otherwise, you know your position."

During his praise of the skill of the Yankee sailors at target practice, Admiral Evans imparted some information with regard to the recent target work at Manila. What he had heard, he said, was "unofficial," but he understood that after one of the battleships had fired a 12-inch gun 15 times at a target five miles away, there were found to be exactly 15 holes in the target.

"Fighting Bob's" reference to Japan, so far as the possibility of war was concerned, was brief indeed. On this point he said:

"I never thought for a minute that there was the slightest probability of war with Japan. They want the friendship of every nation under the sun, except, perhaps, that of the Bear that goes scratching around up in the northwest corner of the world. The President was right to send the fleet; he had the right. The President of this country who does not dare to send the fleet anywhere he wants in American territory is not worthy to be President."

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Alliance	Coos Bay	In port
Nevadan	Salinas Crux	Jan. 10
Breakwater	Coos Bay	Jan. 10
S. H. Elmore	Tillamook	Jan. 10
Argo	Tillamook	Jan. 11
Rose City	San Francisco	Jan. 12
Roanoke	Los Angeles	Jan. 12
Nome City	San Francisco	Jan. 14
Senator	San Francisco	Jan. 17
Geo. W. Elder	San Pedro	Jan. 19
Nebraskan	Salinas Crux	Jan. 21
Nicomedia	Hongkong	Feb. 1
Alesia	Hongkong	Feb. 10
Arabia	Hongkong	Mar. 1
Numantia	Hongkong	

Scheduled to Depart.

Name.	From.	Date.
Alliance	Coos Bay	Jan. 10
Nevadan	Puget Sound	Jan. 12
S. H. Elmore	Tillamook	Jan. 11
Argo	Tillamook	Jan. 12
Breakwater	Coos Bay	Jan. 13
Roanoke	Los Angeles	Jan. 14
Rose City	San Francisco	Jan. 15
Nome City	San Francisco	Jan. 20
Geo W. Elder	San Pedro	Jan. 21
Senator	San Francisco	Jan. 22
Nebraskan	Salinas Crux	Jan. 23
Alesia	Hongkong	Jan. 25
Numantia	Hongkong	

Cleared Saturday.

Alliance, Am. steamship (Parsons), with general cargo, for Coos Bay.

Tweeddale, Br. steamship (Milne), with 1,345,833 feet of lumber, valued at $14,825, for Sydney, via San Francisco and Tongue Point.

PAID FOR CAR CAPACITY

Charge That S. P. Sent Bill for All Car Could Carry, Not for Load.

LOS ANGELES, Cal., Jan. 9.—A special to an evening paper from Washington says that the Pacific Purchasing Company, of this city, today filed 11 complaints with the Interstate Commerce Commission against the Southern Pacific and other railroads, alleging overcharges on furniture shipments to various points. It is stated in the complaints that the railroad companies charged the marked car capacity instead of the actual weight of the shipments.

NEWLY-APPOINTED CHINESE CONSUL LEAVES FOR SEATTLE TO ASSUME OFFICE

GOON DIP, HIS IMPERIAL CHINESE MAJESTY'S CONSUL AT SEATTLE, WASH.

In compliance with his final instructions from the Chinese Minister in Washington, D. C., Goon Dip, one of the wealthiest members of Portland's Chinese colony, left the city yesterday for Seattle, where he will take up at once the duties of the newly-created consulship. It is the desire of the Chinese Foreign Office that Seattle, which is a long way behind Portland in the volume of its Chinese trade, now be afforded the benefit of a consular office, which it has been without up to date. Hitherto this business has all been transacted through the office of the Chinese Minister at Washington, but the long delays necessitated by this routine, combined with an increase of Chinese travel between Puget Sound points and the Orient and Alaska, have made the business too involved and of too great volume to be handled with satisfaction from the National Capital. The selection of a Portland man for this new official honor, as all such appointments are considered among the Chinese, has been the occasion of a great deal of jubilation among the Chinese of this city, where Goon Dip is widely known and where he stands high in the estimation of his fellow-countrymen. Goon Dip is not only prominent in this city, but is considered a representative Chinese all over the Pacific Coast. He has accumulated a considerable fortune through the successful conduct of dry goods stores in Portland for the past 20 years, and now has investments of importance in several of the Pacific Coast's larger cities. He is one of the principal owners of the Hotel Oregon, one of Portland's very best hostelries.

ASK FOR FUND TO FIGHT NEW RATES

Chamber of Commerce Will Ask Legislature to Help Resist Increase.

RESOLUTIONS ARE ADOPTED

Transportation Committee Also Takes Action in Behalf of Rivers and Harbors Bill Now Before Congress.

Strong opposition to the advanced east and west-bound rates announced by the transcontinental railroads and effective on January 1, was decided upon yesterday by the transportation committee of the Portland Chamber of Commerce. At a largely attended meeting yesterday resolutions were drawn favoring a strong fight against the advances in tariffs. The decision followed a number of meetings at which the new freight rates were carefully studied and their effort on the industries of this state was considered. It is the belief of the transportation committee that the increase in transcontinental tariffs is unjustified.

Resolutions were adopted, to be submitted to the State Legislature at its coming session that, if adopted, will provide for an appropriation by the Legislature that will enable the Railroad Commission of the state to contest the rate advances before the Interstate Commerce Commission. It is thought that with funds sufficient to carry on any proceedings they may think necessary, the members of the State Commission may be able to oppose the increase in rates successfully.

Unnecessary Tax on Commerce.

It was the unanimous opinion of the members of the transportation committee at yesterday's meeting that the new rates put an unnecessary additional tax on the commerce and products of this state. They also believed the advance on natural products was particularly unfortunate in view of the fact that advances of this character effect a large number of people of varying interests and without organization and it is thought that the state, so far as these advances are concerned, should endeavor to protect the producers against them and authorize the State Railroad Commission to take such steps as are necessary.

The following resolution was adopted on the subject.

Resolved, That the Multnomah delegation in the State Legislature be requested to support a sufficient appropriation permitting the Railroad Commission of Oregon to contest strongly before the Interstate Commerce Commission the recent advances in freight rates on natural products of Oregon.

While, of course, the public at large is interested in any advances in rates, it was not thought best to involve the advances on the west-bound traffic with those on the east-bound.

The suggested action by the Legislature of the withdrawal or refunding into the general treasury of the appropriation of $300,000 made by the Legislature to assist in the purchase of the Oregon City locks also came before the committee for action. The following resolution was unanimously adopted:

Want State to Buy Locks.

Whereas, The transportation committee of the Chamber of Commerce believe that the opening of the Willamette River to free navigation and its improvement will be of vast benefit to the people of the Willamette Valley and to the City of Portland, and to the State of Oregon, now, therefore, be it

Resolved, By the transportation committee of the Chamber of Commerce:

First—That the Multnomah delegation in the State Legislature be requested to oppose any measure having for its purpose the withdrawal or restoration to the general fund of the appropriation heretofore made by the Legislature of the State of Oregon of $300,000 to aid in the purchase of the locks at Oregon City.

Second—That said delegation be requested to support any measure having for its object the extension of the time in which this fund will be available for the use and purposes intended by the original act appropriating said money.

Third—The secretary of this committee be requested to furnish a copy of these resolutions to each member of the Multnomah delegation.

In connection with the rivers and harbors bill, the following telegrams were sent to Theodore E. Burton by the committee and also to Joseph E. Ransdell, a member of the rivers and harbors committee, and president of the National Rivers and Harbors Congress:

Hon. Theo. E. Burton, House of Representatives, Washington, D. C.—The transportation committee of the Chamber of Commerce of Portland congratulate you and the Nation on your approaching election to the Senate of the United States. They also urge before your retirement from the House the absolute necessity of rivers and harbors bill of adequate amount this session. As business men and taxpayers they had hoped under your leadership the day of intermittent appropriations and unnecessary waste and loss had passed. You are familiar with conditions here and know the importance of continuous work. Our people feel a bill should be passed and that Congress should provide the means by bond issue if necessary.

Hon. Joseph E. Ransdell, House of Representatives, Washington, D. C.—What probability is there of river and harbor bill? Transportation committee, Chamber Commerce, representing commercial interests of this city and state, insist it is duty of Congress to pass adequate bill this session. Otherwise great waste and loss will ensue, and if necessary the means should be provided through bond issue.

New Local Service Starts Today.

Special local service on the Astoria & Columbia River Railroad between Portland and Rainier will be commenced today. There will be two local trains daily in each direction to Rainier, in addition to the regular through Astoria trains, giving four trains daily in each direction. The new trains will leave Portland daily at 1:15 and 11:20 P. M., returning at 9:05 A. M. and 5:10 P. M.

EXPOSES LANDLORD GRAFT

Gregory Says Average Rent-Payer Throws Away $6000 in Life.

In line with its novel selling methods, the Gregory Investment Company is said to have in course of preparation an unusually attractive and very economical advertising campaign. While Mr. Gregory refuses to make any statement as to the character of this advertising plan, it is understood that he will endeavor in every possible way to show the wage-earner the fallacy of paying rent. He is a strong believer in every man being the possessor of a house and lot. In fact, it is this conviction that first induced him to give up a lucrative merchantile business and engage in that of making it possible for every working man and woman to have a home if they want one.

Speaking of the rentpayer, Mr. Gregory said: "The average rent-paying man gives his landlords and the moving companies enough money in a lifetime to build himself six comfortable homes. The average rent in Portland is said to be about $25. The average renter pays tribute to the landlord for 20 years. That makes $6000. For $1000 or less, he could build as convenient a little home as any one could desire.

Gregory Heights, at the end of the Rose City Park carline, will be put upon the market as soon as conditions will permit.

FEW PERMITS LAST WEEK

Snow and Cold Almost Put Stop to Building.

Six days from Saturday to Saturday showed a total of $102,715 in building permits. There were but 39 items in the week, and the falling off is attributable to the unfavorable weather.

January 2.

East Twenty-first street, between Brazee and Knott; Ed Keeney; builder Dutro Bros.; erect two-story frame dwelling; $2500.

East Stark street, between East Eighteenth and East Nineteenth, E. G. Worth, builder same; erect two-story frame dwelling; $4000.

Aspen street, head of Franklin, Niels R. Jensen, builder John Turnbull; erect two-story frame dwelling; $3000.

289 East Burnside street, between Union and Grand avenues, Arata Bros., builder G. T. Holtzclaw; repair three-story brick nickelodion; $500.

East Forty-ninth street, between Hawthorne and East Clay, R. S. Robinson, builder same; erect one-story frame dwelling; $250.

January 4.

Marina avenue, between Fremont and Beech, Hymson & Prettyman, builder Edward L. Hymson; erect one-story frame dwelling; $1500.

1102 East Yamhill street, between East Thirty-seventh and East Thirty-eighth streets, Mrs. Mabel Benjamin, builder same; repair two-story frame dwelling; $150.

East Seventy-fourth street, between Pacific and Oregon, G. W. Card, builder same; erect one-story frame dwelling; $1050.

East First street, between East Morrison and East Alder, Southern Pacific Company, builder R. Wakefield; erect one-story concrete depot; $17,000.

Michigan avenue, between Jessup and Church, Demme & Smith, builder same; erect one-story frame dwelling; $1000.

East Sixth street, between Shaver and Mason, Mrs. Nichols, builder F. Holton; erect one-story frame dwelling; $800.

Montana avenue, between Shaver and Mason, L. Trummer, builder F. Holton; erect two-story frame dwelling; $2000.

East Belmont street, between East Ninth and Tenth streets, D. Kellaher, builder same; repair two-story frame shop; $400.

892 East Eleventh street, between Mason and Skidmore, C. R. Kirkpatrick, builder same; repair one-story frame dwelling; $100.

East Fourteenth street, between Mason and Skidmore, G. M. Cuddaback, builder same; erect one-story frame dwelling; $500.

Alberta street, between Vernon avenue and East Fourteenth, T. P. Howard, builder same; erect one-story frame store; $500.

Russell street, between Flint and Vancouver, John Keating, builder same; erect one-story frame store; $500.

East Portleth street, between Francis avenue and Bismarck, Jensen & Thurkelsen, builder same; erect 1½-story frame dwelling; $1900.

Second street, between Yamhill and Taylor, D. McKay, builder P. Hobkirk; repair two-story brick store; $4000.

East Terrace, corner Thorburn, W. O. Hastings, builder same; erect 1½-story frame dwelling; $1600.

Jarrett street, between Fifteenth and Sixteenth, R. H. Bradley, builder G. S. Harrie; erect one-story frame dwelling; $800.

Washington street, between Twelfth and Thirteenth, Martin Winch, builder C. J. Cook & Co., excavate basement; $2000.

Ainsworth avenue, between Grand avenue and East Sixth, T. J. Glover, builder Guy C. Manning; erect 1½-story frame dwelling; $3000.

January 5.

East Yamhill street, between Twenty-fourth and Twenty-fifth, N. Shupp, builder E. M. Scheuerman; erect two-story frame dwelling; $2000.

East Madison street, between Thirty-ninth and Fortieth, Jens Fransen, builder O. K. Gesme; erect two-story frame dwelling; $2000.

Forty-ninth street, between Thompson and Brazee, Judd Potter, builder same; erect two-story frame dwelling; $2000.

East Twentieth street, between Mildred and Alberta, W. D. Swearingen, builder same; erect one-story frame dwelling; $2000.

January 6.

East Washington street, between East Thirty-seventh and East Thirty-eighth, William Yohann, builder same; repair one-story frame dwelling; $75.

Forty-four-forty-six Sixth street, between Couch and Davis, Russell & Blythe, builder J. Turnbull; repair two-story brick store; $150.

East Eighth street, between Alder & Morrison, Lewis Lamput, builder R. Campbell; repair one-story frame dwelling; $300.

Campbell street, between Burton and Killingsworth, W. S. Wymore, builder same; erect two-story frame dwelling; $1500.

January 7.

Sixth street, between Stark and Oak, Mr. Wolfe, builder McHolland Bros.; repair three-story frame store; $40.

Eleventh street, between Yamhill and Morrison, N. W. Leasehold Company, builder C. Lucas; erect three-story brick store; $25,000.

327 Washington street, between Sixth and Seventh, Mrs. F. Kelley, builder Peter Malston; repair four-story brick store; $100.

Fifth street, between Gilsan and Hoyt, Portland Public Market & Cold Storage Company, builder Northwest Bridge Company; erect retaining wall; $10,000.

January 8.

Bowdoin street, between Stanford and Hodge, Holy Cross Parish, builder same; erect two-story frame dwelling; $3500.

East Twentieth street, corner of Tibbetts, Oliver Fink, builder C. R. Quinn; erect 1½-story frame dwelling; $1600.

East Nineteenth street, corner of Bidwell, Charles Behm, builder same; erect one-story frame dwelling; $900.

KENTUCKY FEUD FATAL

Young Woman Killed and Five Others Shot at Dancing Party.

WILLIAMSTOWN, Ky., Jan. 9.—Miss Ethel Ransom, 25 years of age, was killed and five other persons injured, two probably fatally, as a result of a street feud fight early today. There had long been bitter feeling between the Lantern and Ransom families. It led to trouble when they met at a dance, given last night at the home of Wesley Barnes, two miles east of Williamstown, and culminated in the street, where clubs and stones were used. Sidney Ransom was shot below the heart and Charles Clark was shot through the lungs.

Sleuths Guard Hunted Man.

CHICAGO, Jan. 9.—Two detectives now accompany Guiseppe Namino when he goes to and returns from his work as foreman of a butterine factory. Namino has asked the police for protection, because he had received two letters demanding $1000.

"The writer threatens to get me when I go home," Namino said, "and I am afraid he will shoot me in the back. I have no enemies I know of, and know of no cause for the threats."

LIVE ALL YOUR YEARS A PERFECT MAN

The human body is most wonderfully and perfectly constructed. Each part is built equal to its task. Unless overburdened or attacked by disease, no organ falters. Nature intended that every man should live all his years a perfect man. Few men do. Most men can. All men make mistakes. Some make mistakes in youth. Others make mistakes after they have grown to be men. Still others are merely unfortunate. Practically all diseases and disorders are the result of mistakes or misfortunes. The problem of living a perfect man is simple. Undo the injury that mistakes or misfortunes have wrought. Then avoid both—live as nature built you to live.

DR. TAYLOR,
The Leading Specialist.

UNDOING THE INJURY

I do not know how many thousands of men I have treated. I have been a specialist in men's diseases for twenty years. During most of these years my practice has been the largest of its kind upon the Pacific Coast. During the several years just past it has been fully double that of any other specialist in the West treating men's diseases.

I have met with but few incurable cases. I have failed to cure in still fewer cases. In recent years I have failed in none. This is because I attempted to cure only those cases that I feel confident I can cure, and as my experience has grown I have become able to determine curable and incurable cases with certainty. It is also because my skill in curing has grown and my methods of treatment have been perfected.

The following mention of ailments that come through mistakes and misfortune is necessarily brief. I will gladly explain them further and tell of my original, scientific and certain methods of treating them to all who will call or write.

I AM ALWAYS WILLING TO WAIT FOR MY FEE UNTIL A CURE IS EFFECTED

WEAKNESS

No matter in what form these functional derangements commonly termed "weakness" may appear, the causative conditions are, in fully 95 per cent of the cases, very similar. I have given the closest possible study to this remarkable prevalent ailment, and find that in practically every case there exists at some vital point in the pelvis system a state of chronic tenderness, inflammation or congestion. My first step is a thorough examination to ascertain the exact location and nature of the disorder, after which, by a system of carefully directed local treatment, I restore the affected part to its normal condition, which promptly results in full and complete return to power. In perhaps less than 5 per cent of the cases do I find general impoverishments, lack of nervous energy or any other condition or complication requiring constitutional treatment. Therefore I may safely assert that not more than one case in fifty can be permanently benefited by the use of tonics, stimulants, electrical or mechanical appliances, and that fully forty-nine cases in fifty will be aggravated by such methods of treatment.

My cures are positive, complete, thorough and permanent, because by my method the real and only cause of the functional weakness is totally removed. The knowledge gained by close study and observation in thousands of cases enables me to recognize the exact requirements and treat accordingly, and in years I have not failed in a single instance to accomplish the desired results.

VARICOCELE

I cure varicocele without pain and without detaining the patient from business. My treatment is original and has been developed through twenty years of practical experience. It restores the lost tone and elasticity to the weakened and dilated blood vessels, which results in normal condition and re-establishes the natural processes of waste and repair throughout the vital system.

My special practice also includes Hydrocele, Stricture, Contracted Diseases, Contagious Blood Poison, Nervous Debility, Kidney and Bladder Troubles, Piles, and all Reflex Ailments.

Advice and Consultation Free

Come and have a private talk with me concerning your ailment. Even if you are not prepared to undergo treatment at this time, I can always give helpful suggestions to men who are diseased or weak. If you cannot come to Portland, write for particulars of my system of home treatment. Interesting literature and colored charts free if you will call.

My Office Is Open All Day From 9 A. M. to 9 P. M. and Sundays From 10 to 1 Only. Ailing Men Out of Town Who Cannot Call, Write for My Symptom Blank.

THE DR. TAYLOR CO.

CORNER SECOND AND MORRISON STREETS, PORTLAND, OREGON.
PRIVATE ENTRANCE 234½ MORRISON STREET.

S.S.S. RIDS THE SYSTEM OF CATARRH

Catarrh is a blood disease which causes a general inflammation of the inner linings or mucous membranes of the body. The diseasing of these delicate surfaces and tissues produces all the well known symptoms of the trouble, such as ringing noises in the head and ears, tight, stuffy feeling in the nose, pains above the eyes, irritation of the throat, sometimes slight fever, and a general feeling of weakness and ill health. Even the lungs become affected by the continual passage of impure blood through them, and there is danger of consumption if the disease is allowed to remain in the system. S. S. S. cures Catarrh because it purifies the blood. It goes into the circulation and removes every particle of the catarrhal matter, making this vital fluid pure, rich and healthy. Then the inflamed membranes begin to heal, every symptom disappears, the constitution is built up and health restored. S. S. S. rids the system of catarrh by attacking the trouble at its head and entirely removing the cause from the blood, thus making a permanent and lasting cure. S. S. S. is made entirely from health-giving roots, herbs and barks, and for this reason is an especially safe and desirable medicine. Book on Catarrh and any medical advice free to all who write.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

Why Women Admire Strong Men

All women worship physical strength. They like to look on men as strong, capable beings, afraid of nothing.—Beatrice Fairfax in Boston "American."

* * *

A woman has no use for a weak man. She admires that "afraid-of-nothing" spirit which a weak man lacks; that spirit of ambition which makes a man get up and hustle. She likes the strong man because he is a protection; he has strength, ambition, vim, and is not afraid of work. His eyes are bright, his gait is full of energy, his speech is positive. The strong man is the real man. Would you like to have your friends point you and say: "There goes a strong man?" Do you not wish your eye to be so bright, your step so firm and your form so erect that men and women will admire you and remark at your manly bearing? These are the thoughts uppermost in the minds of modern men—physical and mental perfection, strength and power.

Who does not like to be strong, to feel that he is equal in strength to any man of his age? You can be if you will obey the appeal here made to you.

Drugs have been tried and have failed. You know that; but Electro-Vigor cannot fail; it is electricity, and "electricity is life." It gives you the oil with which to set the machinery of your body in motion, and a month's use of it will give you health and happiness.

Electro-Vigor is a dry cell body battery, worn while you sleep. It saturates the nerves with its glowing power and they conduct the force to every organ and tissue of your body, giving health and strength to every part that is weak.

Electro-Vigor is not an electric belt. It is a dry cell body battery, and makes its own power.

* * *

After three months' use of Electro-Vigor the losses are completely stopped and my power has returned. I will indorse your treatment at any time. EDWIN LE ROSE.
Skamokawa, Wash.

* * *

Electro-Vigor is all you claim it to be. I am feeling much better and stronger as the result of its use.
C. W. MOORE.
Box 557, Baker City, Or.

FREE TO YOU

Get my 100-page book describing Electro-Vigor, illustrated with photos of fully developed men and women, showing how it is applied. This book tells in plain language many things you want to know, and gives a lot of good, wholesome advice for men.

I'll send this book, prepaid, free, if you will mail me this coupon.

S. G. HALL, M. D.
1314 Second Av.,
SEATTLE, WASH.

Please send me, prepaid, your free, 100-page, illustrated book.
1-10-9

Name.....

Address.....

Men, Read This Through

For a long time we have been publishing a little booklet that goes farther to acquaint you with yourself, your duties, your physical possibilities and the common-sense things you ought to know about life—and you ought to have one. Send us your address and we will mail you one, or you can get it free by calling. There is no sentiment in the low prices we are making—it's a matter of dollars and cents

TO US AND TO YOU

Our superior advantages in knowledge and equipment make it possible, and this plain-fact proposition is being found out every day by dozens of men who are thoughtful enough to investigate a little when needing the services of an experienced specialist.

Years ago doctors were supposed to charge as much for failures as for good results, but it is different with the up-to-date specialist of today, and our fee is a mere pittance compared with the results every patient receives in exchange.

We make a specialty of curing **Men's Diseases**, and our phenomenal success is due principally to the fact that **we know how.**

We cure Varicocele, Hydrocele, Vital Weakness, Blood and Skin Diseases, Kidney and Bladder Disorders, Ulcers, Sores, Painful Swellings, Burning, Itching and Iinflammation, Nervousness, Loss of Strength and Vitality and All Special and Delicate Disorders of Men.

Our fees for cures are lower than the general family physician's or surgeon. Medicine furnished from our own laboratory for the convenience and privacy of our patients; from $1.50 to $6.50 a course.

If you cannot call, write for our free self-examination blank. Many cases cured at home.

Hours—9 A. M. to 8 P. M., and Sundays from 10 to 12.

ST. LOUIS MEDICAL AND SURGICAL DISPENSARY
CORNER SECOND AND YAMHILL, PORTLAND, OREGON.