LOCAL IMPORTERS PLACE BIG ORDER

Large Quantity of Cement Is Purchased in Europe for Delivery on Coast.

SHIPMENT COMES IN BAGS

Sailing-Ships Will Load in March, April and May and Delivery Will Be Made Late in Summer or Early Fall—Marine News.

Local importers have contracted for 75,000 barrels of cement to be loaded at London, Antwerp or Hamburg for delivery at either Portland or Puget Sound during the Summer and early Fall. It is announced that the cement will be shipped in bags (four to the barrel), and the contract calls for shipments to be made in March, April and May of this year. This will be one the largest single orders to be placed for a long time for foreign cement.

For several months there has not been a very active movement in the cement market. There have been few large orders placed, and with the exception of a prospective order for 25,000 barrels for Mexican delivery and about 125,000 barrels which will be needed for Government work at Honolulu, there is little in sight that has been made public. The placing of the order for 75,000 barrels in Europe has created a little excitement among local dealers. There was a rumor afloat yesterday to the effect that the French bark Eugenie Fautrel had been chartered for Portland, but this could not be confirmed. If chartered she will probably be the first ship with cement on the big order.

Bringing cement to Portland in bags is not an entirely new venture. In August, 1906, the British steamship Knight of St. George arrived in Portland with a shipment of 44,150 bags and 1595 barrels of cement. The cargo was shipped from Europe by a Portland syndicate, which on receipt of the news of the San Francisco disaster speculated in cement. The venture was not the success anticipated. Many of the bags caked owing to the sweating.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Arabia	Hongkong	In port
Northland	San Francisco	In port
Argo	Tillamook	In port
Breakwater	Coos Bay	Mar. 7
Rose City	San Francisco	Mar. 8
Roanoke	Los Angeles	Mar. 8
Sue H. Elmore	Tillamook	Mar. 10
Alliance	Coos Bay	Mar. 10
Nome City	San Francisco	Mar. 13
Geo. W. Elder	San Pedro	Mar. 16
Senator	San Francisco	Mar. 15
Numantia	Hongkong	Mar. 27
Alesia	Hongkong	Apr. 10
Nicomedia	Hongkong	May 1

Scheduled to Depart.

Name.	For.	Date.
Argo	Tillamook	Mar. 9
Arabia	Hongkong	Mar. 9
Sue H. Elmore	Tillamook	Mar. 12
Breakwater	Coos Bay	Mar. 10
Roanoke	Los Angeles	Mar. 11
Rose City	San Francisco	Mar. 12
Nome City	San Francisco	Mar. 18
Geo W. Elder	San Pedro	Mar. 18
Senator	San Francisco	Mar. 19
Alliance	Coos Bay	Mar. 20
Numantia	Hongkong	Apr. 8
Alesia	Hongkong	Apr. 17
Nicomedia	Hongkong	May 12

Entered Saturday.

Washtenaw, Am. steamship (Curtis), with fuel oil, from San Francisco.

Cleared Saturday.

Washtenaw, Am. steamship (Curtis), with ballast, for San Francisco.

Daisy Mitchell, Am. steamship (Devitt), with lumber, for San Francisco.

Desaix, French bark (Chateauvieux), with 109,138 bushels of wheat, valued at $103,500, for Queenstown or Falmouth, for orders.

DESAIX CLEARS WITH WHEAT

French Bark Carries First Cargo for March—Probably Ends Season.

What will doubtless be the only wheat crop to be cleared foreign for the month of March, and will probably prove the last for the season, got away yesterday. The French bark Desaix, Capjain Chateaureaux, cleared at the Customs-House with 109,138 bushels of wheat, valued at $103,500. There are no more ships under charter and under existing conditions none are likely to be taken.

There is not a pound of wheat in the country for export and very little for shipment to California. Club wheat is worth eight cents more here than in the Liverpool market. Bluestem is from 10 to 12 cents higher on the Portland dock than that same wheat is sold for in Europe. There is a big demand for wheat in California and a very limited supply.

Steamship Alliance to Be Overhauled

On her return from the present trip to Coos Bay the steamship Alliance will be tied up for her annual overhauling. Considerable work will be done on the steamer, both to cabins and in the engineer's department. A new stack will also be placed in position. The steamship Nome City will make a trip for the Alliance.

Taking Lumber South.

ASTORIA, March 6.—(Special.)—The steamer Cascade cleared at the Custom-House Friday for San Francisco with a cargo of 520,000 feet of lumber, loaded at Prescott. The steamer Bowdoin cleared today for San Pedro. She carries 17,000 railway ties and 44,500 feet of lumber, loaded at Stella.

Marine Notes.

With passengers and freight from Coos Bay the steamship Breakwater is due this afternoon.

The steamship Arabia, of the Portland & Asiatic Steamship Company, moved from the Flouring Mills to Albina dock yesterday afternoon.

For Marshfield and North Bend, the steamship Alliance sailed last night.

The steam schooner Coaster, with lumber for San Francisco, sailed yesterday.

Lumber laden for Australia, the British steamship Yeddo will leave down this afternoon.

From San Francisco direct, the steamship Rose City is due to arrive tomorrow evening.

Painters and carpenters will begin overhauling the steamer Bailey Gatzert tomorrow in order to place her in shape for the Summer run.

Arrivals and Departures.

PORTLAND, March 6.—Sailed—Steamship Alliance, for Coos Bay; steamship Coaster, for San Francisco; steamship Johan Poulsen, for San Francisco.

Astoria, March 6.—Condition at the mouth of the river at 8 A. M., smooth; wind, northwest 8 miles; weather, partly cloudy. Arrived down during the night and sailed at 9:30 A. M.—Steamer Shoshone, for San Francisco. Arrived down at midnight and sailed at 7 A. M.—Steamer Eureka, for Coos Bay and Eureka. Arrived down at 4 A. M.—Steamer Elmore. Arrived down at 5 and sailed at 10:40 A. M.—Steamer Olympic, for San Pedro. Arrived down at 5 and sailed at 11:40 A. M.—Schooner Lottie Bennett, for San Francisco. Sailed at 2 A. M.—Steamer Senator, for San Francisco. Arrived down at 9:40 A. M. and sailed at 12:25 P. M.—Steamer J. Marhoffer, for Redondo. Sailed at 12:20 P. M.—Steamer Geo. W. Fenwick, for San Pedro. Arrived down at 12 and sailed at 1:30 P. M.—Steamer Roma, for Port Harford. Arrived down at 1:30 and sailed at 3:30 P. M.—Steamer Yosemite, for San Pedro.

San Francisco, March 6.—Sailed at 2 P. M.—Steamer Rose City, for Portland. Sailed at 3 P. M.—British steamer Hazel Dollar, for Portland.

Santa Barbara, March 6.—Arrived—Steamer Olson & Mahoney, from Portland, for San Pedro.

Coos Bay, March 6.—Sailed—Steamer Breakwater, for Portland.

Yokohama, March 6.—Sailed—German steamer Numantia, for Portland, via San Francisco.

San Pedro, March 6.—Arrived—Steamer Roanoke, from Portland.

Tides at Astoria Sunday.

High.	Low.
1:30 A. M....8.6 feet	7:45 A. M....2.2 feet
1:17 P. M....8.1 feet	7:50 P. M....0.7 foot

FINDS INLAND CITIES BUSY

ALL EXPERIENCING GROWTH, SAYS RICHARDSON

Manager of Commercial Club Thinks Present Season Will Be Most Prosperous Known.

Tom Richardson, manager of the Portland Commercial Club, returned to Portland yesterday morning rather unexpectedly from a two weeks' trip to many important points in Oregon, Washington and Idaho. He says people everywhere expect 1909 to be the most prosperous 12 months the Pacific Northwest ever enjoyed.

Mr. Richardson was compelled to cancel meetings at Arlington and Condon because of a freight wreck at Durkee, 20 miles west of Huntington, which held up all trains on the O. R. & N. Number 1 came in in four sections, carrying hundreds of colonists bound for different points in Oregon.

Mr. Richardson reports the largest meetings at every point that were ever held. "Walla Walla is determined to make her advertising fund reach from $15,000 to $20,000," he said. "Milton and Freewater have joined hands and are going to raise $2000. Pendleton is busy advertising the colonist rates and spreading literature, and will soon employ a competent advertising man to devote his entire time to handling the affairs of that community. Hot Lake is in the midst of a busy season. La Grande is hurrying her irrigation project to success. With a very few thousand more acres contracting for water, the success is assured.

"Ontario is jubilant over gas and the fact that the Malheur irrigation project, one of the largest in the entire Northwest, is bound to be realized soon. Raising a fund of $2500 in 25 minutes is evidence that the people of a town of 1500 population are wide awake.

"At Nampa and Boise they are enjoying the consummation of an enormous irrigation project. The people everywhere are in harmony, and Boise has the most extensive Commercial Club of any town of similar population in the United States. Throughout the whole Northwest the people are particularly grateful to Portland for the part she is taking in advertising the resources of this section rather than the advantages of the city. They all intend to work heartily toward the success of the Alaska-Yukon-Pacific Exposition.

"In the wheat belt the prospect was never better. New people are coming. Every line of industry shows wonderful activity. Returning to my office I find the whole force working overtime attending to inquiries.

"Leaflets that have gone out in the letters of business and professional men, preachers and school children are bringing in their crop of new settlers. All over the state the low colonist rates are being emphasized on stationery, in leaflets and in letters. And this is only the first week of these low rates, with assurance of even greater travel later."

No One-Lung Auto for Tom Greene

Police Dictator Says If Department Can't Have "Good" Car, He Doesn't Want Any.

NO "one lung" automobile for the police department, if Thomas G. Greene has his way, and it is altogether likely that he will. He submitted a report to the City Executive Board, which met in special session yesterday morning, recommending that a communication from a local motor company be "placed on file," which, being interpreted, means that it is as dead as the proverbial mackerel.

"I am going to recommend that all matters pertaining to automobiles be filed," announced Mr. Greene, who is chairman and also the sole member of the committee on police. "The Council appropriated only $1500 for a police automobile, and you can't get anything but a 'one-lunger,' for that. If we can't have a good automobile, we don't want any."

"Why, you can get a 'one lunger' that will carry you all over the city for $1500," said Mayor Lane, who was presiding. "You can get a crackerjack little auto for that sum."

"Well, we don't want any such a machine," replied Mr. Greene, "because if we can't have a nice one we will not have any, and the matter ended there. So it appears that there will be no "buzz wagon" for the Portland police department for a while.

Opening of Bridge Opposed.

At the regular meeting Friday night of the Central Labor Council a resolution was passed expressing the opposition of that body to the reopening of the Madison-street bridge to traffic. The resolution points out the fact that the structure has outlived its usefulness for safe traffic or the burdens which it was intended to sustain, and that as a competent board has found that it cannot be placed in a condition fit for traffic it should be permanently closed to the public. At last night's meeting delegates from the plumbers, plasterers and ship carpenters were given seats in the council. President C. F. Caulfield presided.

Very little butter or cheese is shipped to markets outside of Nova Scotia, the supply being about equal to the demand. Nova Scotia having but 143,000 milch cows, there are few separators in use there.

HENS WILL LAY IN NESTS ON WHEELS

S. P. Demonstration Train to Carry Model Poultry Ranch on Flatcar.

LECTURES FOR FOUR DAYS

Elaborate "Farmers' Special" Will Go From Ashland to Drain, Instructing in Chicken Industry and Agricultural Pursuits.

More elaborate than any former farming demonstration train in this territory will be a "Farmers' Special," just announced by the traffic department of the Southern Pacific, to be operated through Southern Oregon late this month. The train will start from Portland March 21, and will make a four days' trip between Ashland and Drain.

A feature of the train will be a model poultry ranch on wheels. A flatcar will be inclosed with poultry netting and a model poultry raising plant shown, with live fowls, regulation nests and houses. Much is expected from this object lesson in encouraging the poultry industry in the section of the state to be covered.

Poultry-raising, horticulture and truck gardening will be the subjects of the demonstrations and lectures on the trip. Professors from the Oregon Agricultural College at Corvallis will accompany the train and will have charge of the educational work. Officials of the Southern Pacific will be on board to represent the railroad and to see that the train is operated satisfactorily.

The train will carry seven cars. Two will be used for poultry exhibits and two others will house horticultural exhibits. There will be a day coach, a sleeper and a car occupied by railroad officials. The exhibit cars, it is believed, will be the most complete of their kind ever operated in this territory.

Dr. James Withycombe, director of the Oregon Experiment Station at Corvallis, will be head of the staff of college instructors on board. Professor C. I. Lewis will have charge of the horticultural work, and Professor H. Dryden, who directs the work of poultry husbandry at the Oregon Agricultural College, will have charge of the poultry lectures and exhibits. Other professors from the college staff are also expected to go.

C. A. Malboeuf, district freight agent for the Southern Pacific, will have charge of the train as the representative of the railroad company. The visits to be made are as follows: Monday, March 22, Ashland, Talent, Medford; Tuesday, March 23, Gold Hill, Woodville, Merlin; Wednesday, March 24, Glendale, Riddle, Myrtle Creek, Roseburg; Thursday, March 25, Oakland, Yoncalla, Drain.

"No other section of the country is better adapted to the poultry industry than Southern Oregon," said Mr. Malboeuf yesterday, in discussing the objects of the trip. "Oakland, Or., ships more poultry than any other point in the United States. This demonstration train is the second to be run by the Oregon lines of the Southern Pacific, and it is planned to make it more complete than the first. Stops at the various stations will be so timed as to be convenient to the people of the various places visited and to insure a large attendance. This particular time is selected so that orchardists may be enabled to get the greatest amount of benefit from the lessons taught on board the train, as they are not now busy with orchard work. The result, we expect, will be a great benefit to them in the cultivation and care of their orchards this season."

Another farming demonstration train will make a trip through the wheat-growing territory of Eastern Washington the same week the Southern Oregon train is being run. The Washington train will be operated by the O. R. & N. A. A. Morse, special agent of the freight department of the Harriman lines, will be in charge.

Change in Train Schedule Asked.

At a director's meeting of the Board of Trade a special committee consisting of George M. Cornwall, David Franklin, and J. H. Klosterman was appointed to confer with the representatives of other commercial bodies in Portland relative to improvement in train service. The first objective point is the Northern Pacific train arriving in Portland at 4 p. m. The committee will endeavor to get the Railroad Company to change the running time of this train so that it will reach Portland sometime about noon, in order to permit passengers to do their shopping, purchasing or visiting in the afternoon and get back to their homes in the evening. This will apply particularly to the smaller towns between Portland and Tacoma, and it is believed will not only be an immense convenience to the people living in these towns, but will be the means of bringing in considerable revenue to the city. The committee in influence and will gladly avail itself of vites co-operation from all sources of all assistance.

CHANGES IN TICKET FORMS

Railroads Plan Adoption of Craig Coupon Passenger Ticket.

Changes in ticket forms in this territory are promised by the railroads. The Southern Pacific, with a view to standardizing the forms in use here, will probably adopt the Craig coupon ticket, and the North Bank road is now planning to adopt the same form. This ticket will prove an innovation in local railroad offices, for it is intended to supplant the present strip tickets that sometimes reach appalling lengths and are carried by passengers coiled up like a watchspring in a convenient pocket.

The new ticket looks more like a railroad folder than anything else, and is printed somewhat in that form. Each road over which the passenger travels tears off a section of the ticket. The route is indicated by punch marks when the ticket is first secured.

Advantages of the new form of ticket are said to be manifold. It is said to lessen the work of the conductor and tends to minimize mistakes. It is said to prevent absolutely the wrong use of the ticket.

The Craig coupon ticket was invented by a station agent for the Southern Pacific at Provo, Utah, who schemed out the new form as one having advantages over the old strip ticket that has been in vogue on American railroads for so many years. Mr. Craig stands a chance to become rich from his invention. He still keeps his position at Provo, but it is supposed he receives royalties from the use of his ticket by the various railroads.

COLONIST TRAVEL HAS BEGUN

Railroads Put on More Coaches to Accommodate Homeseekers.

Colonist travel has begun to pour into Portland, the newcomers being chiefly farmers of the Middle West who are coming to this territory to locate permanently. Every Eastern train arriving at the Union Depot brings a large quota of new Oregon citizens. So great is the movement of newcomers that additional coaches are attached to trains from the Middle West.

The total movement during the time the colonist rates are in effect, March and April, is expected by railroad officials to be very large. The rates this season are lower than last Spring and it is thought many will take advantage of them. Trains westbound are reported all along the line as being crowded, and this State will no doubt receive a very large immigration, due to the extensive publicity work Oregon has done in the past year throughout the country.

Gregory's Rent Table. Page 7, section 3.

WEAK MEN

There's no economy in employing an amateur to do an expert's task. Nine times in ten failure follows. In a large percentage of instances the re sult is harm. The average physician is an amateur in the treatment of men's diseases. He doesn't treat enough cases to know a great deal about them. His time is so fully occupied in treating a full assortment of human ills that he cannot devote special study to any particular branch of practice. Most diseases are sufficiently simple as to require no special training other than that received in the medical colleges and that afforded by experience in general practice. The more complex and perplexing ailments the family practitioner seldom cares to treat.

DR. TAYLOR, The Leading Specialist.

My Original Methods Cure Every Case I Take for Treatment

I know exactly what to do to effect a thorough cure in every case that I accept for treatment. Though this is something that every specialist ought to know, it is a rare knowledge, indeed. The hundreds of evidences of mistreatment that come beneath my observation prove the general lack of a clear understanding of men's diseases and their treatment. I have devoted 20 years to the study and treatment of the very few ailments constituting my specialty and have acquired the knowledge and skill and developed the original and scientific methods that enable me to accomplish results such as no other physician anywhere has ever accomplished. I understand my work from first to last, know what to do and what not to do, and treat every case without the slightest idea of failure. I positively confine my practice to the

DISEASES OF MEN

I Will Wait for My Fee Until You Are Well

VARICOCELE.

Under my treatment the most aggravated cases of varicocele are cured in a few days' time. There is no pain, and it is seldom necessary that the patient be detained from his occupation. Normal circulation is at once restored throughout all the organs and their natural processes of waste and repair are again established. If you are afflicted with varicocele, consult me at once. Delay can but bring on aggravated conditions and nervous complications that will impair the vital functions and involve the general health.

No other physician employs a like treatment, and so thorough is my work that there need not be the slightest fear of a relapse into old conditions.

"WEAKNESS."

I am confident that I have cured more cases of so-called "weakness" than any other physician. There may be doctors in the large Eastern cities who have treated more cases than I, but they cling to the old and ineffective practice of dosing with tonics. "Weakness" is merely a symptom of local disorder that requires local treatment. This is a truth that I have discovered, and that has been fully established by my success in effecting permanent cures. My method is original with myself and is employed by no other physician.

FREE CONSULTATION.

To judge my ability without personal consultation may be an injustice to yourself that will cost a lifetime of suffering. Consultation is free and confidential and you place yourself under no obligation to me whatever by coming to talk with me about your case.

SPECIFIC BLOOD POISON

Others dose the system with mineral poisons scarcely less dangerous than the disease itself. The best they hope to do by this treatment is to keep the disease from manifesting its presence upon the surface of the body. Under my treatment the entire system is cleansed. The last taint of virus is destroyed. Every symptom vanishes to appear no more. I employ harmless, blood-cleansing remedies. They are remedies heretofore unknown in the treatment of this disease. They cure by neutralizing and absolutely destroying the poison in the system. Such cures cannot be other than complete and permanent.

A WORD IN CONCLUSION.

My ability to cure all diseases of men both quickly and thoroughly is merely a matter of superior skill, which is nothing more than natural aptitude and accurate knowledge, gained through unusual advantages for attaining the utmost proficiency.

MY COLORED CHART

of the male anatomy will be found both interesting and instructive—free at office.

If you cannot call, write for diagnosis blank.

STRICTURE.

My treatment for stricture removes the necessity for surgical operations, even in severe cases of long standing. I do no cutting nor dilating. No other physician employs my methods of overcoming this disorder, so the service I offer you is original and distinctive. Do not give up hope because others have failed. I will cure you and the cure will be a prompt and painless one. My treatment dissolves the stricture, subdues all inflammation, relieves all irritation or congestion that may exist in the kidneys or bladder, reduces enlargement of the prostate gland, and restores health and tone to all organs affected by the disease.

CONTRACTED DISORDERS.

To but partially cure a contracted disease is almost as dangerous as to allow it to go untreated. Unless every particle of infection and inflammation is removed, the probability exists that the disease will gradually work its way into the general system. Still greater is the danger of the prostate gland becoming chronically inflamed, which always brings partial or complete loss of power. Perhaps twenty-five per cent of the cases of so-called "weakness" are a direct result of some improperly treated contracted disease. During the past five years I have treated thousands of cases of contracted disorders and have effected an absolutely thorough and safe cure in each instance. There have been no relapses or undesirable developments whatever, and my patients have been cured in less time than other and less thorough forms of treatment require in producing even doubtful results.

The DR. TAYLOR CO. Cor. 2d and Morrison, Portland

Private Entrance, 234½ Morrison St.

HEALY BUYS FINLEY LOTS

CORNER OF FIFTH AND MAIN LATEST PURCHASE.

Valuable Site Taken Over as Investment by Owner of Y. M. C. A. Old Building.

Deed was recorded late yesterday afternoon covering the transfer of lots 3 and 4, block 169, city, from J. P. Finley and A. L. Finley to Joseph M. Healy. The recorded consideration is $16, but it is learned from certain sources that the price paid is in the neighborhood of $55,000.

There is erected on the corner a three-story flat building, located on the lots, which are at Fifth and Main. Being across the street from City Hall the flats are always occupied and the rentals produce a good revenue on the reported purchase price. It is said to be Mr. Healy's intention to raise the upper stories and have six stores facing Fifth street provided for on the first floor. Mr. Healy negotiated this purchase last December, but the transaction was not consummated until yesterday. The improvements referred to will be started about April 15.

The flats were built by the former owner of the corner, Van DeLashmutt.

Mall & Von Borstel have sold for the Mercantile Trust & Investment Company to Lillian McNary 100x200 feet on the south side of Holladay avenue and between East Twenty-first and East Twenty-second streets. Miss McNary bought for an investment.

H. S. Rowe bought lots 3 and 4, block 256, Holladay addition, for $4500. This property is located on East Twentieth and Schuyler streets.

E. J. Daly has sold for George Collins a quarter-block on the southwest corner of Fourteenth and Pettygrove streets to Dr. Andrew C. Smith. The price paid was $20,000. There is a two-story frame hotel building on this property, which covers most of the lot.

Mall & Von Borstel have sold for Peter Park to Michael Durkins the southwest corner of East Fifteenth and Burnside streets. This property is improved. Mr. Durkins bought it for an investment. Consideration was $8000 cash.

New York City has 200 women's clubs.

WOMAN'S NATURE

Is to love children, and no home can be completely happy without them, yet the ordeal through which the expectant mother must pass usually is so full of suffering, danger and fear that she looks forward to the critical hour with apprehension and dread. **Mother's Friend,** by its penetrating and soothing properties, allays nausea, nervousness, and all unpleasant feelings, and so prepares the system for the ordeal that she passes through the event safely and with but little suffering, as numbers have testified and said, "it is worth its weight in gold."

$1.00 per bottle of druggists. Book containing valuable information mailed free.

THE BRADFIELD REGULATOR CO. Atlanta, Ga.

MOTHER'S FRIEND

Drugged to Death

Thousands of people are actually drugged to death who would recover if given the proper treatment.

A noted Philadelphia doctor claims that medicines have destroyed more lives than war, pestilence and famine combined. It is no wonder when you think of the vast number of sufferers who dose themselves with poisonous mixtures, no matter what the ailment.

If you go into a sickroom you will generally find the patient taking a dozen different kinds of dope. If he gets well, naturally he believes the medicine cured him; if he dies, the doctor blames it on the disease. In many cases death is the result of drugging.

A sick or suffering person needs strength and vitality above all things. Instead of giving that, drugs tear down vitality faster than nature can build it up. That gives the disease a firmer hold upon the victim. You know that strength is the first indication of health. When a sick man has strength enough to sit up, it is a sign that he is getting well. As his strength returns, so health returns with it.

The same applies to every organ of the body. When any part of the human machine becomes inactive or diseased, it does so because it has not enough strength and vitality to do its work as nature intended.

By filling your nerves with electricity for a few hours every night, you can restore the life and strength of every ailing part of your body, thereby removing the cause of disease. But electricity must be applied a certain way to accomplish what I claim for it. I know how to apply it the right way, and that is why my method is such a success. Electro-Vigor is the product of my 22 years' experience in curing disease with electricity.

You may have used faradic batteries or taken electric treatment from physicians without getting any benefit, but that is no argument against Electro-Vigor. By the use of this appliance you can get a steady, unbroken stream of electricity, for hours at a time, without the least shock or burn. Electro-Vigor makes its own power, and does not require charging.

All you need to do is adjust it correctly when you go to bed, and all night long, while you sleep, it saturates the body with a glowing current of electric fire, driving out all pains and aches and giving to every organ the power to do its work as Nature intended.

The best argument in favor of Electro-Vigor is the fact that it cures. Let me prove it to you.

"Your Electro-Vigor has helped my wife and I very much. We do not hesitate to say that there is nothing like it for nervousness and digestive troubles."

T. W. REED, So. Bellingham, Wash.

* * *

"My health has improved greatly under the use of Electro-Vigor. The backache and diarrhoea are cured and I am feeling better generally than I have for years past. I am an old resident of Portland, having lived here about 20 years, and will be glad to vouch for your treatment at any time."

H. F. BRUNK, 875 Sandy Pt., Portland, Or.

Get This FREE BOOK

You ought to read my free 100-page illustrated book regarding the cure of disease without drugs. This book is written in plain language and explains many secrets you should know. It tells all about Electro-Vigor and cost of treatment. It is absolutely free if you'll mail me this coupon. Cut out the coupon now.

S. G. HALL, M. D.
1314 SECOND AVE., SEATTLE, WASH.
Please send me, prepaid, your free 100-page illustrated book. 3-7-9
NAME .....
ADDRESS .....

WHEN a man commences to get old at 40 or 50, you know he is on the wrong track, and something unnatural is behind the case.

Lack of Virility or Vital Power

Is one of the most depressing and important conditions with which physicians have to deal. The nerve origin being in the lower brain, the medulla oblongatia and medulla spinalis, and center of the lumbar enlargement, as well as the glandular and muscular apparatus, remedies must be used with these facts in view, and it stands to reason that treatment of these important centers should not be entrusted to quacks or experimenters.

If you have an ailment of the delicate or sensitive centers, come and talk your case over with me. If I can do you no good, I will certainly do you no harm. I will not charge you a cent for any information I may be able to give you, and if you feel convinced that I am the right man to handle your case I will do so on eminently satisfactory terms to you.

Young, Middle-Aged and Old Men Cured Quickly

I Advertise What I Do and I Do What I Advertise. REASONABLE FEES. SPEEDY RESULTS. GUARANTEED CURES.

If you suffer from any Disease or Weakness caused by excesses, Sedentary Habits or any form of dissipation, come and get my advice FREE. Do this, no matter who has advised you or treated you, for I have a POSITIVE CURE for every such a curable case. It is because I have cured my patients that I today enjoy the largest practice of any one physician or specialist in Portland.

Impoverished health and age go badly together, and the older you get the more difficult is the task of righting physical wrongs. A man of words and not deeds is like a garden full of weeds. If you need help get

THE "TODAY HABIT."

Punishment from neglect of duty sometimes comes slowly, but it comes as surely as

WILLFUL NEGLECT BRINGS WOEFUL REGRET.

Our reputation is maintained and our business sustained by a judicious blending of skill, experience, knowledge, equipment and an honest desire to render a dollar's worth of service for a dollar.

Our treatments are mild—our results are quick. We successfully treat Acute, Chronic and Nervous Diseases, Blood Poison, Varicose Veins, Catarrh, Skin Diseases, Stomach and Bowel Troubles, Piles, Fistula, Kidney and Bladder Ailments, Nervous Debility, and many other diseases of men not mentioned here. No business addresses or street number on our envelopes or packages.

Consultation and advice free. If you cannot call at office, write for self-addressed blank—many cases cured at home. Medicines $1.50 to $5.50 per course.

HOURS—9 A. M. TO 8 P.M. SUNDAYS, 10 A. M. TO 12.

ST. LOUIS MEDICAL AND SURGICAL DISPENSARY

230½ YAMHILL ST.

Twenty Years of Success

In the treatment of chronic diseases, such as liver, kidney and stomach disorders, constipation, diarrhoea, dropsical swellings, Bright's disease, etc.

Kidney and Urinary

Complaints, painful, difficult, too frequent, milky or bloody urine.

Diseases of Men

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