Ties Are Piled on Northern Pacific and Seen in Time to . Stop Passenger.

ROBBERY THOUGHT MOTIVE

Detectives Believe Hold-up Men Were Lying in Wait After Placing Obstruction on Line Between North Bank Bridges.

Mysterious attempts to wreck the Northern Pacific passenger train leav-ing Portland at 11:45 P. M. Tuesday night have just come to light. Whether night have just come to light. Whether the attempt was made by train robbers or by some maniac intent upone taking human life has not yet been ascertained. Fertunately, it was a fallure, trainmen discovering the attempt and stopping the train. Railroad detectives are working on the case to ferret out the motive for the attempted crime.

crime.

Northern Pacific train No. 34, was stopped about midnight Tuesday between the Willametie and Columbia River bridges by & pile of railroad ties laid across the rails in such a way as to wreck the train. Fortunately, the engineer of the train saw the obstruction and brought the train to a halt, with the pile a short distance from the pile of ties left by the trainwreckers.

The spot where the ties were piled The spot where the ties were piled on the track is about midway between the two North Bank road bridges across the Willamette and Columbia. At that point on the road there is a deep cut and the engineer was pulling his train along at a good cip when he saw in the glare of the headlight a pile of ties. He shut off the steam and applied the air in a moment and brought the train to a standstill within a hundred feet of the pile of ties.

The train crew found, upon investigation, that about 20 ties had been stacked upon the track and dovetailed together in such a way that they could not be knocked off the rails by the pilot of the locomotive. Only the presence of mind of the locomotive engineer averted a serious wreck.

Railroad detectives believe

mind of the locomotive engineer averted a serious wreck.

Railroad detectives believe that a train robbery had been planned and that the men who were on the ground to carry it ougt became frightened and abandoned their attempt either before or after the train was brought to a standatili by the obstruction piled on the track. Several clews as to the identity of the would-be train-wreckers are now being followed out and it is thought the men responsible for the act will be apprehended within a short time.

TRAINS RUN THROUGH MAY 3

North Bank Will Give Service From Portland to Spokane.

May 3 has been fixed as the date for opening the North Bank road to Spokane from Portland. The new road will use the Northern Pacific track from Marshall Junction to Spokane, a distance of nine miles, while work is progressing on the Spokane, Portland & Seattle Railway into Spokane from Marshall Junction. A tunnel and some heavy construction work is delaying the completion of the new line.

the new line.

This is the first definite announcement of the date of opening the North Bank road from Portland to Spokane. The new line will then have a mileage of 37. A new schedule will be made out between Portland and the Inland Empire capital but for the present the two trains daily will be maintained, as now. About May 23 the schedule is expected to be changed to give a better service. At the start, the schedule to Spokane from Portland will prehably be about 12 or 12 hours. This will be improved, it is expected, after the service is well under way, when further changes in the schedule are expected, with a consequent shortening in running time.

The opening of the North Bank ried out at Corvallis as already decided upon. Members of the order are taking an unusual interest in the coming encampment and, owing to the fact that it will be held at a central point in the state, convenient for the great majority of the members of the order are taking an unusual interest in the coming encampment and, owing to the fact that it will be held at a central point in the state, convenient for the great majority of the members of the order are taking an unusual interest in the coming encampment and, owing to the fact that it will be held at a central point in the state, convenient for the great majority of the members of the order are taking an unusual interest in the coming encampment and, owing to the fact that it will be held at a central point in the state, convenient for the great majority of the members of the order are taking an unusual interest in the coming an unusually large at

running time.

The opening of the North Bank road to The opening of the North Bank road to Spokane marks an era in the history of the new Hill line, originally projected between Portland and Spokane. It is thought it will be late in the present year before the new road will be running on its own tracks into Spokane from Portland.

Heads of the Southern Pacific operat-

Inspect Eugene Station Grounds.

Heads of the Southern Pacific operating department went up the Willamette Valley yesterday to look over the new depots and grounds at Eugene and Albany. They also made a stop at Salem, presumably with a view to erecting a new station building there also. The Eugene station grounds have recently been laid out in a most attractive way. The railroad company and the Eugene city officials have co-operated in making this the most beautiful station on the Oregon lines. The grounds surrounding the depot have been parked and marked off into lawns. Numerous palms have been planted and other shrubbery makes the station very attractive. The building itself is a fine type of the modern railroad station. The party of officials making the trip consists of General Manager O'Brien, Chief Engineer Boschke and General Superintendent Buckley. They made the trip in Mr. O'Brien's car Oregon and returned to Portland last night.

Routing of Cars to Be Changed.

Changes in routing East Side cars of the Portland Railway, Light & Power Company as the various lines in the northeast section of the cify will be af-fected by the new steel bridge are being discussed by operating officials of the traction company. The computation of discussed by operating officials of the traction company. The completion of the new bridge as planned south of the present Steel bridge will call for the laying of new tracks on both sides of the river and the change in routing of all cars now using the present O. R. & N. bridge. These details are now being worked out by General Manager Fuller of the railway department of the electric company.

AUTOMOBILE DRIVING.

Danger Every Day on Every Street of the City.

PORTLAND, Or., April 10.—(To the Editor.)—I noticed in this morning's Oregonian that the Coroner's jury in the Lauber case has exonerated young Ponnay of the charge of manniaughter filed against him on account of his part in the deplorable automobile accident of a few days ago, and from the results of which the man Lauber died. Is the public to interpret this to mean that automobile drivers are not responsible for their sots? Are we to infer that they are not

amenable to law in the same degree as ofther citizens of this fair city? Has life ceased to be of any value in Portland? I was informed this morning by a prominent member of the City Council that an ordinance has been passed and is on record prohibiting the driving of an automobile anywhere within the city limits at a greater speed than 12 miles an hour and four miles an hour at strest crossings. If the driver of an automobile should exceed this limit at a street crossing and in doing so should run down some individual, is he not, as guilty of negligence as the person who turns loose any other engine of destruction in the streets? It is easy to detect any violation of this ordinance, for a speed of four miles an hour is the rate of a brisk walk. If was admitted by several prominent automobile dealers today that very few if any automobilism observe this law four miles an hour is the rate of a brisk walk. It was admitted by several prominent automobile dealers today that very few if any automobilists observe this law on approaching street crossings. Under the present regime it is dangerous for a child or an aged or infirm person to attempt to cross the streets in the busier portions of the city. To whom are we to look for the enforcement of law in this city? Are such accidents as that of last Thursday to be passed by unheeded? If the police officers and those in authority do not enforce the law the citizens should organize and bring a few of the offenders into court to test this ordinance. Yours into court to test this ordinance. Yours for good government. J. W. HUFF.

LOS ANGELES MAN'S AUTO IS STRUCK BY ENGINE.

W. L. Hardison Meets Instant Death When Touring Car Is Smashed

LOS ANGELES, April 10.—W. L. Hardison, vice-president of the Columbia Oil Producing Company, of this city, formerly principal owner of the Los Angeles Herald, and at one time one of the prominent and wealthiest citizens of Los Angeles, was instantly killed a mile and a half west of Roscoe, a Southern Pacific siding, this morning, when the automobile, which he was driving, collided with a light engine. The automobile was completely demolished.

Mr. Hardison was nurled far to one

completely demolished.

Mr. Hardison was nurled far to one side with the wreck of his machine. The locomotive was immediately brought to a stop and the engineer and fireman ran to the aid of the victim, but he had been instantly killed.

Mr. Hardison lived in South Pasadena with his wife. A son by a former marriage lives in this city. Mr. Hardison was about 60 years of age.

Up to an early hour this afternoon, Mrs. Hardison had not been apprised of the tragic death of her husband.

Mr. Hardison left his home in South Pasadena early this morning to visit his ranch in the San Fernando Valley. He was driving alone in his machine.

CHANGE IN G. A. R. DATE

Encampment to Be Held First Week in June at Corvallis.

The date of the annual G. A. R. encampment, Department of Oregon, has been changed to earlier in June than was originally set, in order not to conflict with the Rose Festival dates. The encampment of veterans this year was fixed for the second week in June at Corvallis, but in order to avoid a conflict, the council of administration, that met at the Portland headquarters yesterday, after a thorough discussion of the matter, decided to hold the encampment at Corvallis, as originally scheduled, but to change the dates from June 9, 10 and 11 to June 2, 3 and 4, so that no possible interference would be offered to the Portland Rose Festival. It was believed by the veterans that this change would be best for all concerned.

Otherwise the programme fixed for the annual encampment will be carried out at Corvallis as already decided upon. Members of the order are taking an unusual interest in the coming encampment and, owing to the fact that it will be held at a central point in the state, convenient for the great majority of the members of the order, an unusually large attendance at the annual gathering is expected. Officers of the state organization are preparing for a large attendance, and the people of Corvallis are getting ready to welcome a large delegation of veterans

Canadian Pacific to Ship to Mexico, Then by Rail to Atlantic.

BELLINGHAM, April 10.—A special to the Herald from Vancouver, B. C.,

william Whyte, second vice-president of the Canadian Pacific Railway, who is now on the Coast, says his company will commence very shortly the erection of a number of elevators in Vancouver for the handling of grain shipcouver for the handling of grain ship-ments from the wheat provinces to Eu-rope via the Pacific to Mexico, thence via the Tehuantepec Railway to the Atlantic.

F. W. Peters, general freight agent of the Canadian Pacific Raliroad, has just returned from Mexico, where he inspected the new railway and its fa-cilities for placing large quantities of grain on the Atlantic seaboard from Salinas Cruz on the Pacific.

FUGITIVE IS OFF IN AUTO

Works Clever Ruse With Chauffeur and Dodges Police.

TACOMA, April 10 .- After duping Fred TACOMA. April 10.—After duping Fred Seigert, a Seattle chauffer, by getting him to leave him in the car alone and deliver a sealed envelope containing blank paper, a prisoner released from the King County Jail under \$500 bonds for attempted murder, stole the machine and drove to Tacoma, where he disappeared.

disappeared.

Seigert followed in another machine, both cars breaking all speed records between the two cities. The released prisoner is believed to be on his way to Oregon, as he was under police sur-veillance and could not leave Scattle

Astoria Accounts Straight.

ASTORIA, Or., April 7.—(To the Editor.)—At a meeting of Court Astoria No. 8. Foresters of America, held here this evening, the secretary was instructed to write The Oregonian to say that A. B. Dalgity, former secretary of the Grand Court of Oregon, now charged with amberiling the funds of the order, is not supported by the funds of the order. S. Foresters of America, held here this evening, the secretary was instructed to write The Oregonian to say that A. B. Dalgity, former secretary of the Grand Court of Oregon, now charged with embezsling the funds of the order, is not charged with additional misconduct in Astoria, as stated in reports from here. This court has no complaint against him. He owes us nothing and never misused any of our funds. Furthermore, he served in different positions faithfully and well and we hope that the charges against him in Fortland can be satisfactorily explained at the proper time. We make this statement at this time, as we feel he has had trouble enough without any false charges.

Respectfully yours.

Respectfully yours.

Financial Secretary.

Thirty-second Annual Session at McMinnville.

NO ELECTION THIS YEAR

State Master Buxton Hopes to Conclude Meeting in Three Days. Gives Out Partial List of Committees and Instructions.

The 22d annual session of the Oregon State Grange, Patrons of Husbandry, will convene in McMinnville, Or., Tuesday, May II, at 10 A. M. As this is not an election year, an effort will be made to conclude the session, so announces State Master Austin Buxton, in three days, but he advises delegates to come prepared to remain four days. to remain four days.

Testerday State Master Buxton completed as far as could be done the standing committees for this session, of which the following is a list:

the following is a list:

Pinance—T. H. Davis, Camby, R. D. 1;

Charles Smith, Deer Island
Credentials—Mrs. Ellen B. Black, 426

Credentials—Mrs. Ellen B. Black, 426

Howard, J. C. Mouroe, Claiskanie,

Division of labor—Mrs. E. W. Staats,

Division of labor—Mrs. E. W. Staats,

Alle, Mrs. Flora Young, Tysh Valley; John

Stewart, Fossil; J. D. Chitwood,

Mileage and per diem—S. S. Bedine, Al
Mileage and per diem—S. S. Bedine, Al
Mileage, J. J. Mallet, Camby, R. D. 1; Mrs. John

Stewart, Fossil; Mrs. W. L. Wheeler,

Gothen,

Stewart. Fossil; Mrs. W. L. Wheeler, Goshen.
Goshen.
Bylaws—J. D. Unitwood, Gresham, R. D.
J. W. Armstrong, Goble; T. J. Denny, Jenerson, R. D. 2; Mrs. Ellen E. Black, Miss. John Stewart. Fossil.
Good of the order—Mrs. Jennie Kronenbers, Gresham; Mrs. A. A. Clyde, Park Place, Mrs. Emma J. Linly, Lebanon, R. D.
J. W. Jones, Corvallis, R. D. 4; E. W. Muning, Gertais.
Gosher, Mrs. Emma J. Linly, Lebanon, R. D.
J. W. Janes, Corvallis, R. D. 4; E. W. Muning, Gertais.
Sheood, R. D. 5; Mrs. Jane Armstrong, Geble; Mrs. G. D. 5; Mrs. Jane Armstrong, Geble; Mrs. C. I. Shields, Gervals; Mrs. J. W. Lanix, Cove.
Co-operation—H. E. Davis, Gresham; Mrs. J. H. English, Hood River; W. L. Wheeler, Goshen; Mrs. Mary F. Denny, Jefferson, R. D. 2; Dormant Granges—A. B. Findley, Port-

Co-operation—H. E. Davis, Gresham; Mrs. J. H. English, Hood River; W. L. Wheeler, Goshen; Mrs. Mary F. Denny, Jeffersen, R. D. 2.

Dormant Granges—A. R. Findiey, Portiand, R. D. 2; O. L. Clyde, Park Place; J. C. Monroe, Clatskanie; Mrs. A. A. Jones, Mrs. W. L. Wheeler.

Appeals—Mrs. A. A. Jones, Corvallia, R. D. 4; Mrs. Jane Findiey, Portland, R. D. 2; Mrs. L. Matthen, Aurora, R. D. 5.

Education Eng. J. R. Kirk, Freewater; Mrs. Jennie Dukek, Mayville; Mrs. J. C. Monroe, Clatskanie; A. A. Young, Tygh Valley, Catskanie; A. A. Young, Tygh Valley, Lebanon, R. D. 2; E. W. Staats, Afrile; Mrs. F. M. Davis, Gresham. Agricultural college—H. L. French, Corvallis; S. Liniey, Lebanon, R. D. 2; E. W. Staats, Afrile; Mrs. F. M. Davis, Gresham. Agriculture—E. E. Shields, Gervals; H. O. Hayes, Sherwood, R. D. 3; Mike Dukek, Mayville; Mrs. Maggie Butine—J. W. Hiack, 425 Florence street, Portland, W. W. Poland, Shedds; J. K. Lantz, Cover; W. P. W. Hiack, Goble; J. H. English, Hood River. Legislation—M. M. Burtner, Dufur; D. L. J. Kirk, Freewater; T. H. Davis, Canby, R. D. 1; Mrs. J. W. Bertsch, Springfield; Mrs. Emma Chitwood, Gresham, R. D. 4; Mrs. Carrie French, Corvallis; M. Kronenberg, Gresham; John Stewart, Mayville, Good roads—J. W. Bertsch, Springfield; Lester Matthieu, Aurora, R. D. 6; M. M. Polar, Seth, Hood River; Mrs. Bertie, Canby, R. D. 6.

D. H. Transportation—J. U. Henry, Sherwood, R. D. S; M. Kronenberg, Gresham; Bert Robertson, Roswell, Idaho; Mrs. Addle Manning; Mrs. Bertha Davis, Canbr. R. D. L. Rasolutions—W. L. Wheeler, Goshen; H. E. Davis, Gresham; Charles Smith, Deer Island; Mrs. M. E. Poland, Shedds; Mrs. C. The state, superstances of the control of the contro

I. Shields, Gervals.

The state master gives the following instructions: "Let every delegate be on hand ready for the opening Tuesday morning at 10 o'clock. Delegates will please prepare two copies of all resolutions and have them ready to introduce Wednesday morning at the latest. It is hoped that it may not be necessary to receive any after that date. All members of committees should give careful atten-

sions. Under this arrangement, tickets will be sold on the certificate plan, beginning three days prior to the opening. All persons purchasing tickets to Mc-Minnville should pay full fare and obtain a certificate from their local railroad agent to that effect. Upon presentation of the certificate, properly signed, to the agent at McMinnville on or before May 18, the holder will be entitled to return ticket at one-third rate. The rates are open to those who attend the convenion. All fourth degree members are invited to attend."

CARMEL READY TO LOAD

STEAM SCHOONER COMPLETES REPAIRS AT DRYDOCK.

Craft Which Bumped on Bar March 26 to Take Lumber at Inman-Poulsen Mills.

With a new stern post and a part of her keel replaced, seams calked and a fresh coat of paint, the steam schooner Carmel came off the drydock yesterday morning and proceeded to the Inman-Poulsen mills, where she will take a cargo of lumber for San Francisco. The Carmel was on the drydock for 13 days. Cost of repairs will exceed \$5000. On the night of March 26 the Carmel struck on the Columbia River bar and was badly damaged. Captain Dorris attempted to enter the river on an ebbitide, within an hour-of low water. It was dark and he got out of the channel. The craft struck well aft and her stern post and part of her keel were knocked off. The Carmel was dark and he got out of the chan-nel. The craft struck well aft and her stern post and part of her keel were knocked off. The Carmel was under charter to the Loop Lumber Company and was coming to Portland in place of the steamer R. D. Inman, which was lost on Duxbury Reef a month ago.

UNDINE TO CARRY ASPHALT

Steamer Chartered by Open River Transportation Company.

The steamer Undine has been char-

LAUNCHING DATE IS NAMED Quartermaster's Boat No. 13 Will

Be Ready Next Saturday. Be Ready Next Saturday.

Steamer No. 13, now under construction at the Willamette Iron & Steel Works for the Quartermaster's Department of the United States Government, will be ready for launching next Saturday. Hull No. 12 will be ready to launch two weeks later. Neither vessel will be formally named until launched. What these names will be has not been announced by the Quartermaster's Department.

The new craft will be used as fortenders and will be employed principally in laying mines. The dimensions of the craft are: Length, 38 feet; beam, 22 feet, and depth of hold, 12.9 feet. They are built entirely of steel.

Sailing Dates for Steam Schooners Sailing dates have been announced for a number of the steam schooners now operating in the general coasting trade out of San Francisco. The steam-

STEAMER INTELLIGENCE, Due to Arrive. Name
Prom. Date
Sue H. Elmore. Tillamook. In port
Nicomedia Hongkong In port
Nicomedia Hongkong In port
Nicomedia Hongkong In port
Riverside San FranciscoApril 12
Senator. San FranciscoApril 12
Alesia Hongkong April 12
Alesia Hongkong April 13
Alisance. Coos Bay April 13
Alisance. Coos Bay April 13
Bureka Eureka April 20
Breakwater Coos Bay May 10
Arabia. Hongkong June 1
Numantia Hongkong June 1
Numantia Hongkong June 1
Scheduled to Demert

Scheduled to Depart. From. Dat
Tillamook April
Coos Bay April
Tillamook April
Tillamook April
San Prancisco April
San Francisco April
Hongkong Apr
Bureka April
San Francisco April
Hongkong May
Hongkong July Entered Saturday. St. Helens, Am. steamship (Bodge)

er Majestic has been substituted for the J. Marhoffer, and that vessel will sail from San Francisco May 7. The steamer Daisy Freeman is booked for May 20, and the Majestic will leave on her second trip and later.

North King Loading for Alaska.

The cannery tender North King is taking supplies at the foot of Alder street for the Portland-Alaska Packing Company, Bristol Bay, Alaska. The craft has been undergoing repairs at the St. John shipyards and will be ready for sea by the 20th of this month. The North King is owned by the Warren Packing Company.

The oiltank steamship Athas left The olitank steamship Atms left down early yesterday morning. The Tillamook steamers Argo and Sue H. Elmore arrived up yesterday. The steamship Breakwater is due to arrive this afternoon from Coos Bay. The steamship St. Helens is taking wheat at Columbia No. 2 for San Fran-

The steamship W. S. Porter is due Tuesday from San Francisco with a cargo of fusi oil. The gasoline sloop Cendor, Captain George Tyler, arrived up yesterday morning from Yaquina Bay.

hoped that it may not be necessary to receive any after that date. All members of committees should give careful attention to the line of subjects which will come under consideration by their committees. The chairmen of all important committees are requested to communicate with the other members and discuss with the other members and discuss with the other members and discuss with them the general features of their report, so as to have the general report written up before reaching McMinnville.

"While not finally settled, it is expected that the Southern Pacific Railroad Company and O. R. & N. Co. will give a special round-trip rate of one and one-third fare to all who attend the sessions. Under this arrangement, tickets will be sold on the certificate plan, beginning three days prior to the opening.

I CURE MEN

There is no ailment peculiar to men that I cannot cure. For twenty-five years I have devoted my entire time and energy to the treatment of men's diseases.

My methods have been perfected by actual experience, with a thoroughly theoretical knowledge as a basis. I am the only physician thoroughly and permanently curing those functional derangements commonly classed as "Weakness," and my success in overcoming such cases has placed me foremost among specialists treating men's diseases, and has brought me the largest practice of its kind in the West.



DR. TAYLOR, The Leading Specialist,

YOU CAN PAY WHEN CURED

I Never Disappoint or Mislead My Patients, and My Cures Are Permanent

I have treated hundreds of men who have long suffered a gradual decline of physical and mental energy as a result of aliments, and have been interested in noting the marked general improvement that follows a foremost specialist treating men's diseases. This success is due to several things at a due to the original, and theroughly scientific methods of treatment I employ. It is due to the original. To those in doubt as to their true condition, and who wish to avoid the serious results that may follow neglect, I offer free consultation and advice, either at my office or through correspondence. If your case is one of the few that have reached an incurage stage, I will not accept it for treatment, nor will I urge my services upon any one. I treat curable cases only, and cure all cases I treat.

Scientific Treatment for "Weakness"

Dosing the system with powerful stimulants and tonics in an effort to restore functional vigor can have but one final result, the condition is rendered worse than before. Few doctors know of any other method than stomach drugging, and when this does no good, they say: "There is no cure for weakness." I have often made strong statements to the effect that the aliment must be thoroughly understood before it could be remedied. I have proved it beyond dispute that so-called "Weakness" is merely an indication of the existence of a low form of inflammation in the Prostate Gland, which is usually aggravated and made worse by stimulating medicine, electricity or any other agent that excites temporary activity. The Prostate is a nerve center and therefore very sensitive to treatment—the right kind quickly helps, while the wrong kind can cause great harm and sometimes irreparable damage.

I employ the only scientific and fully effective treatment for "weakness," which is almost entirely local, by which I mean that the medication is applied directly to parts. Medicines containing poisons are entirely excluded. I obtain the most desirable results in every case undertaken, and the cure is permanent and complete.

VARICOCELE

I cure any case that I accept in one week's time. My treatment is a painless one, and in most instances the patient need not be detained a single day from business. There is no doubt or guesswork, but absolute certainty of a thorough and lasting cure, with complete return to that degree of health and vigor that existed before the disease began.

CONTRACTED DISORDERS

Every case of Contracted Disease I treat is cured thoroughly. My patients have no relapses. When I pronounce a case cured there is not a particle of infection or inflammation remaining and there isn't the slightest danger that the disease will return its original form or work its way into the general system. Some contracted diseases are less serious than others, but none are too trivial to warrant uncertain methods of treatment. I especially solicit those cases that other doctors have been unable to cure.

MY OFFICES ARE OPEN EVERY DAY FROM 9

THE DR. TAYLOR CO. 234 1-2 MORRISON STREET

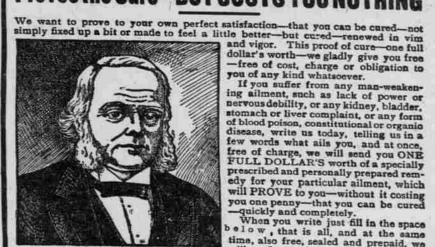
PORTLAND, OREGON

Cooe Bay, April 10.—Sailed Steamor Breakwater, for Portland, Tatoosh, April 10.—Passed out, British steamer Croydon, from Portland, via Comox, for Manilla and Calcutta. Tides at Astoria Sunday,

With passengers and freight for Coos 3.46 A. M. 8.2 feet 10.45 A. M. 6.3 foot Bay, the steamship Alliance sailed last 5.30 P. M. 6.4 foot 10.33 P. M. 2.9 feet The School and Home.

"The Chickadees at Home," is the ti-"The Chickadees at Home," is the title of a heart-interest story written by William L. Finley and appearing in this month's number of The School and Home. It tells of a genuine love match between two mating birds. Another paper also worth noting is "The Making of Books," by Miss Jessie Hodge Millard, head of the children's department of the Library Association of Portland. Miss Millard lends genuine interest to a musty subject, in writing of the dim ages of the long-ago, when men wrote records and history on bricks and skins of animals, and bringing up the story to that of the present ing up the story to that of the present day. She has the rare gift of impart-ing interesting information, in con-densed space. Her story is suitably il-

Pumps that fit at Rosenthal's.



Dollar Treatment Free to Men Proves the Cure—BUT COSTS YOU NOTHING

disease, write us today, telling us in a few words what ails you, and at once, free of charge, we will send you ONE FULL DOLLAR'S worth of a specially prescribed and personally prepared remedy for your particular ailment, which will PROVE to you—without it costing you one penny—that you can be cured—quickly and completely.

When you write just fill in the space below, that is all, and at the same time also free scaled and prepaid we

time, also free, sealed and prepaid, we will send you a book on men's ailments

which gives instructions on how men are sur NOW-but send NO MONEY.

Dr. Joseph Lister Co., F-104-22 Fifth Ave., Chicago. men:—
I am troubled with.....(Name your allment)

Please send me, absolutely free, your full dollar treatment for same, and also your book which tells how men can treat themselves successfully at home.

WHEN IN PORTLAND VISIT OUR FREE

MUSEUM OF ANATOMY

2911/2 Morrison Street (Upstairs), Bet. Fourth and Fifth Sts.

A great collection of lifelike subjects demonstrating perfect and diseased conditions of men.

WE CURE

Quickly, safely and thoroughly, Weakness of Men, Varicocele, Hydrocele, Nervous Debility, Blood and Skin Diseases, Sores, Ulcers, Swollen Glands, Kidney, Bladder and Rectal Diseases, Prostate Gland Disorders and all Contracted Special Diseases of Men.

Consultation and examination free. If you cannot call, write for question list and free book. MEN: IF IN TROUBLE, CONSULT US TODAY

Hours; From 9 A. M. to 8 P. M., and Sundays from 10 to 12, The Oregon Medical Institute

2911/2 Morrison St., Between Fourth and Fifth, Portland, Or.



Twenty Years of Success In the treatment of chronic diseases, such as liver, kidney and stomach disorders, constipation, diar-rhoea, dropsical swellings, Bright's disease, etc.

Kidney and Urinary Complaints, painful, difficult, too frequent, milky or bloody urine.

Diseases of Men

Blood poison, weakness and acute troubles, piles thoroughly cured. No failure. Cure guaranteed.

Ridney and Liver aroubles cured without MERCURY OR OTHER POISONING DRUGS. Catarrh and rheumatism cured.

BLOOD AND SKIN DISEASES, painful, bloody urine, Varicocele, Hydrocele, Dr. Walker's methods are regular and scientific. He uses no patent nostrums or ready-made preparations, but cures the disease by thorough medical treatment. His New Pamphlet on Private Diseases sent free to all men a describe their trouble. PATIENTS cured at home, Terms reasonable. All lenters answered in plain envelope. Consultation free and sacredly confidential.

DR. WALKER

181 First Street,

Cor. Yamhill, Portland, Or



Where the Drug Bottle Leads To

In their zeal to do good, physicians have done much harm; they have hurried to the grave many who would have recovered if left to Nature. All our curative agents are poisonous, and, as a consequence, every dose diminishes the patient's vitality—Dr. Alonzo Clark, Professor in the New York College of Physicians and Surgeons.

PROF. EDGAR L. LARKIN says:

"The human system is an electrochemic battery and the life principle is electrical.

"The electric age is here. Drugs are hard hit on all sides, and an intelligent physician tells me that he has almost entirely stopped their use.

"The word health now mans a lectrochemic battery and the life principle is electrical.

"I have used Electro-Vigor every pight for three weeks, and the asthma is cured. I feel fine and my digestion is improving."

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use.
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