ST. JOHNS PEOPLE SHOW RELUCTANCE

Witnesses Unwilling to Tell Leaders of Mob Driving Out Hindus.

CITY ATTORNEY ON STAND

H. E. Collier Object of Sarcastic Comment by Special Prosecutor Malarkey Because He Does Not Recall Any Rioters.

Great reluctance was shown by residents of St. Johns to testify against their fellow-townsman, Gordon Dickey, yesterday when he was placed on trial for alleged participation in the demonstration against Hindu sawmill hands at that place. In the case of Henry E. Collier, City Attorney of St. Johns, this attitude was commented upon by Attorney Malarkey, who represents the British government in the prosecution. "If the court please," said Malarkey, we understand the attitude of this witness toward this prosecution."

Collier testified that he sought the Mayor to take steps to quell the disturbance, and asked Policeman McKinto deputize him to assist in quieting the disturbers of the peace, but he was unable to give the names of men participating in the riot.

you mean to say, Mr. Collier,' said Malarkey, "that you, being City Attorney of St. Johns, wanted to suppress this riot, and yet are unable to give the name of any man who was taking part in it?"

"Well," replied the witness, "they were not doing anything that called anyone particularly to my attention." "Who, then," said Malarkey, "was making this disturbance which you

wished to suppress?"

Collier said that he understood that the crowd was trying to expel the Hindus from the city and it was that action against which he wished to

Services Offered Late.

The prosecution attempted to reflect upon Collier by showing that his activities toward putting down the riot began after it was over. Mr. Malarkey said Collier waiked through the crowd when it was waiting to put the Hindus on the car and took no steps to interfere, and did not offer himself to Patrolman Dunbar, who was clearing the crowd from the sidewalk. After the car had gone he offered his servcar had gone he offered his serv ices to McKinney, said Malarkey

Collier told of seeing one Hindu with a bruise on his face. He also said that he saw Gordon Dickey standing at the end of the bench on which the Hindus were seated while waiting for the car. He refused to say that Dickey the car. He refused to say that Dickey was one of the leaders. He heard Dickey say to the Hindus that if they kept still no one would hurt them. Collier said that he had contemplated telephoning to the Sheriff for assistance. When pressed to name some members of the mob, he mentioned Dickey and a man named Unger. In cross-examination the defense attempted to show by Collier that there had been a fight among the Hindus some days before the riot and that the man with a bruise on his face had acquired it at that time. Collier said, however, that he believed the injury was fresh.

J. A. Cole said that Dickey was among

to the Hindu quarters and dragged out sald, went up the stairs and some went away. Later he may someone get on the car from the midst of the mob but did not know whether it was a Hindu similar testime.

Drunken Boys Lead Mob. Fred W. Sheerer, a streetcar conductor,

Fred W. Sheerer, a streetcar conductor, told of a mob of 40 or 90 putting a man on his car, whose face was bleeding. He said those in the lead were two boys about 18 or 19 and that they were drinking. They paid the Hindu's fare and told Scheerer to see that he did not get off until the car reached Portland, but he told them that he had nothing to do with told them that he had nothing to do with that. He said positively that Dickey was not in the crowd at that time. B. B. Anderson, another conductor, told of three Hindus being put on his car, but he did not see Dickey in the crowd.

Hazel Couch saw the mob in the street and at the City Hall and saw one man with a club in each hand. The Hindus with them were crained out. with a club in each hand. The Hindus with them were crying out, she said. K. C. Couch saw half a dozen men go into the City Hall and bring out a Hindu. He said that when the Hindus were seated on the bench, waiting for a car, Dickey stood at the end of the bench and had his hand on the shoulder of one of the captivos. He saw no violence committed. Hen Hoover told of seeing a Hindu knocked down in the firehouse, but could not say who did it. In answer to a question he denied he had said in the grand juryroom that Dickey had committed the act.

W. M. Caples told of seeing all the windows in the Hindu quarters broken. He could not say that it had not been done in the fight a few days before, but did not believe it had been done then.

Question of Interpreter Bothers.

Novel interest was given the trial by a discussion among the attorneys late yesterday afternon regarding the selec-tion of an interpreter. The prosecution offered its first Hindu witness and with him a native interpreter. The defense objected and proposed that Captain Gadsby should act. Maiarkey objected strongly, saying he had tried previously to get Captain Gadsby to act in a case and that he had refused, saying he was

Malarkey offered Taraknath Das, a young Hindu from the University of Washington, who carries A. B. behind his name and who was brought here from Seattle by the state to act in this case Das is a Fellow in Political Science and Economics at the University of Wash-ington, a member of the National Geo-graphical Society, a representative at the Lake Mohonk Arbitration Conference and president of the Cosmopolitan Club and the Philosophical Club at the University of Washington. He speaks very good

Attorney Stevenson objected to Das, saying that he had no confidence in the integrity of any Hindu. Attorney Lonergan asked Das if it was not he who at the time of the preliminary hearwho at the time of the preliminary hearing of the present case had written a
letter to The Oregonian, defending his
countrymen and attacking their assallants. He admitted that it was he, and
addressed the court in an impassioned
protest against the aspersions of Attorney Stevenson. He said that his object
in writing the letter and his object now was to protest against the repres-

tion that his countrymen were untruth-ful and bad men.

The court checked the patriotic oratory of Das and let the sciection of an in-terpreter go over until Monday.

NOTHING ADDED BY EVIDENCE

Ex-Directors Lytle and Friede Testify in Oregon Trust Suit. Testimony of E. E. Lytle and Leo

Friede occupied the morning in the trial of the suit of T. C. Devlin, receiver, against the directors of Oregon Trust & Savings Bank, to recover assets alleged to have been dissipated by them. Neither witness brought anything new into the litiga-tion, which has been thoroughly don, which has been thoroughly threshed out in both the civil and the

threshed out in both the civil and the criminal courts.

Both contended that they relied upon the judgment of the officers of the bank. Friede said he knew of the purchase of the telephone bonds, but thought Moore knew best what he was doing. He said he was never a qualified director of the bank, as he owned no stock. He said that after the removal to Sixth and Washington streets he watched the affairs of the bank more closely. Both witnesses said that no loss ever occurred to the bank through any loan upon which they had through any loan upon which they had

SUIT FOR INSURANCE LOST

Applicant Is Killed Before Company Completes Contract.

Judgment on an insurance policy for to Mary C. Francis, widow of Richard W. Francis, by a jury in Judge Cleland's department of the Circuit Courtyesterday. The suit is against the Mutual Life It.

land's department of the Circuit Courtyesterday. The suit is against the Mutual Life Insurance Company.

Francis applied for the policy June
27, 1906, and later mailed a check for
\$135 to cover the premium. While the
check was en route and the policy was
held up at New 1ork pending a secret
investigation of Francis' habits, he was
killed in an accident, July 26, 1906. It
was the contract had been perfected, while
the company claimed that the policy did
not become effective until after the not become effective until after the receipt of its report from its secret agents. As this showed Francis to be a drinking man and ineligible, they aver, no contract was made.

Action was brought in Circuit Court yesterday by the Merchants' National Bank against Albert Geiser and F. D. Fuller to recover \$550 due on a prom-issory note, with \$100 attorney's fees. Foreclosure suit was filed in Circuit

Court yesterday by George D. Barton against I. King, as principal, and A. N. King and W. L. Smith, as sureties, on a mortgage note for \$1400, with interest due from April, 1908. Attor-ney's fees of \$150 are also asked. Repayment of \$9176.80 lent to the Wasco Electric & Water-Power Com-

pany by the Oregon Gold Prospecting & Promotion Company, is demanded in a suit filed against the first named company in Circuit Court yesterday by D. Charles, to whom the claim was Descrition is charged against Robert M. Lowe by Birdle Lowe in a suit for divorce, filed by her in Circuit Court yesterday. She says that she was married to Lowe in Portland in December, 1908, and that he described her the following April. There is one daughter, whose custody the plaintiff asks.

whose custody the plaintiff asks. To enforce an alleged contract to \$4400, ault was brought in Circuit Court yesterday by Haas & Ringler against W. W. Espey. The plaintiffs assert that they bought an option on the property, which Espey has refused to carry out. They also ask \$1000

damages. Citation to show cause why certain real estate should not be sold was made by Judge Cleeton yesterday in the estate of Lydia Rodney, upon petition of C. F. Adams, the administrator. A petition for similar action in the estate of Clementine Rodney was

. A. Foster, J. Weinblatt and I. Joyous raiment of every hue of the rainbow was sent hurtling through the air to irretrievable ruin when a train carrying the trunk of Frank Chaloupka was wrecked last March at Eddy, Mont. was wrecked last March at Eddy, Mont. Chaloupka filed suit in Circuit Court yesterday to recover \$618.60 damages from the Northern Pacific Railway Company, alleging that after he had paid for his ticket and \$4.10 excess baggage at Minneapolis, on his way to Portland, they put his trunk on the wrong train and it met disaster in a

wreck. He enumerates a dazzling list of garments to make up the sum of his damages. There were Tuxedos and Summer suits and Winter suits, in olive, tan, brown, blue and orange-tawney. There were 20 dozen photographs, valued at \$100, and an outfit of fish-ing tackle, valued at \$45.

STATES TO END DISPUTE

Taft Signs Resolution Providing for Boundary Commission.

OLYMPIA, Wash., June 11 .-- (Speial.)-A telegram was received today by Acting Governor Howell from Washington to the effect that President Taft had signed the resolution adopted by both Houses of Congress authorizing the Governor of Washington and Oregon to appoint a joint commission to settle the boundary dispute between the two states.

It is likely that when Governor Hay, who is now in Minnesota, returns to

who is now in Minnesota, returns to Washington during the later part of this month, he will take the matter up with Governor Benson, of Oregon, and that a commission will be named to arbitrate the boundary question at

SHINGLE MILL IS BURNED

Henry Kratz, for Second Time, Loses Plant at Clatskanie.

CLATSKANIE, Or., June 11 .- (Special.)-Fire this morning shortly after 7 o'clock destroyed the shingle mill of Henry Kratz, near this place, causing a loss, it is estimated, or about \$5000, with no insurance.

The mill had a capacity of 125,000

shingles a day and was running at its full capacity. It will probably be rebuilt at once. This is the second time Mr. Kratz has suffered the loss of his mill by fire. The dry kiln, which was filled with shingles, was saved this

Consul Alexander V. Dye, of Nogales, notes a charge in the concession of the Southern Pacific Railway Company of Mexico relative to the line from Nacozari, Sonora. The company must finish 37 miles of the branch by June 11, 1911, and 124 miles each year thereafter, completing the entire branch by June 11, 1914.

Knight of the Garter Crosses Bar After a Trip of Ten Hours in River.

BEAR MAKES BEST TIME

Tramp, Drawing 25 Feet, Goes to Sea Without Slightest Delay, While Bear Covers Distance in Less Than Six Hours.

Further attestation of the excellent ondition of the marine road from Portland to the sea was recorded yesterday when two large steamers made speedy when two large steamers made speedy trips, the British tramp Knight of the Garter making the run in 10 hours from this city to the Pacific drawing 25 feet and laden with the largest lumber cargo the world has known, and the steamer Bear arriving at Astoria five hours and 50 minutes after she swung clear from Ainsworth dock.

It was at 6 o'clock yesterday morning that the Knight of the Garter got under way from the Eastern & West-

under way from the Eastern & West-ern Mill, some time having been oc-cupied in making preparations for her sailling, and at 4 o'clock she was re-ported having proceeded to sea. Faster time from this harbor to the briny deep was possible, as the steamer reached Astoria at 2:30 o'clock and did not continue through the lower harbor

not continue through the lower harbor immediately.

As yet the exact amount of cargo carried is not known, for the Eastern & Western has not tabulated all delivered. It was rough lumber, and is estimated to have aggregated 4,920,000 feet, but the gross amount was 5,023,000 feet. In other wards, that represents what could have been stowed abourd had the cargo been such as is ordered. what could have been stowed aboard had the cargo been such as is ordered for Port Pirle and a few other ports. But for China the orders are always for large stuff and unusual lengths that must be stowed so as to meet conditions, rather than fill the vessel.

The feat of the Bear in covering the distance in a trifle more than half the time of the Knight of the Garter, being more speedy and not bearing. ing more speedy and not having as great a draft, though laden with 2300 tons, is one of the best runs that has been made by a coastwise steamer in the river. She sailed from Alnsworth dock at 10 minutes after 9 o'clock and was reported down at 3 o'clock. On her trip upstream Monday the Bear made a good start and might have clipped the record had she not been held two hours by a large cigar-shaped

log raft.

Now the admirers of the two big coasters of the Harriman contingent are watching the Beaver, which salled from the Bay City at 2 o'clock yesterday afternoon and is due tomorrow. She is in command of Captain Mason, lately of the Rose City, which is undergoing repairs, and it is not known if he will retain command. Captain Kidston, the Beaver's master, who took her south on the occasion of her last voy-age. May 14, is reported seriously ill.

WOTAN AFTER PANAMA CARGO

Representative of W. R. Grace Will Superintend Stowing of Lumber.

L. D. Johnson, of Seattle, representing W. R. Grace & Co., reached the city yesterday to superintend stowing 1,300,000 feet of lumber aboard the German steamer Wotan, which arrived

is a turret-built craft and is the first tramp of the type here for some time. The lumber is destined for Panama, and from Portland the Wotan will proceed to Puget Sound to take on as much in addition.

The Strathtay, working cargo at St. Helens, was idle for a time yesterday, but will resume in the morning and probably finish Wednesday.

The China Import & Export Lumber Company, which dispatched the Knight of the Garter and has the Riverdale coming next month, also has sold a coming next month, also has sold a cargo for July, but the steamer has not

SCHOONER'S REPAIRS DELAYED

Commission Fails to Act on Overhauling of San Jose.

Not until the July session will the State Pilot Commission decide on over-hauling the pilot schooner San Jose, which is lying at the Port of Portland drydock. It was to have been dis-cussed at Astoria Friday, but owing to a misunderstanding the meeting was not convened until a late hour.

A new set of sails, the repainting of the craft inside and out and several the schooner will be in shape for emergencies. The Port of Portland will also overhaul the schooner Joseph Pulitzer, which will be equipped with wireless, so that both will be available when Fall shipping is resumed.

HEATHER ON INSPECTION TRIP.

Commander Ellicott Will Spend Two Weeks Visiting Oregon Stations.

Contemplating the completion of resairs and alterations to the tender Heather, which is lying at the Willam-ette Iron & Steel Works. Commander Ellicott, of the Thirteenth Lighthouse District, stated yesterday that she would immediately be equipped for a two weeks' cruise along the Oregon coast and he will be a passenger on his annual inspection tour. The Armeria, which arrived Friday from the Sound, will leave for Seattle in a few days to take on coal and supplies for Alaska lighthouses. The Manzanita is now on the Sound delivering supplies to those stations.

Coal for Government Needs.

Proposals for supplying the United States Engineer Corps of this district with 7000 tons of coal for a year have been opened here. Two bids were received—one from George W. Sanborn, of Astoria, for \$6.35 to \$6.80 a ton, and from the Astoria Fuel & Supply Company, for \$7 and \$7.25 a ton. The contract will be entered into shortly, to date from July I. The fuel is to be delivered at Astoria, for use on t dredge Clatsop and at Fort Stevens.

derwriters, yesterday filed a report showing it amounted to \$120 instead of \$50. He stated in his report that the Ocklohama smashed the nosing or guardrail on the port side of the Alliance and tore through the shear streak.

Astoria Shipping Notes.

ASTORIA, Or., June 11.—(Special.)—
British ateamship Strathtay cleared today for Newcastle, Australia, with 3,000,000 feet of lumber loaded at Portland, St. Helens and Knappton.
Steamer Breakwater sailed today for
Coos Bay with passengers and freight
from Portland.
Steam schooner J. B. Stetson sailed
today for San Pedro with 120,000 feet
of lumber loaded at Linnton and 125,000 feet of ties loaded at St. Helens.
Steam schooner Shasta cleared today

Steam schooner Shasta cleared today for California with 530,000 feet of lumber loaded at Portland and 177,000 feet loaded at Prescott.

Schooner Luzon arrived this morning from Redondo to load lumber at

Prescott for a return carge.

Steamer Roanoke arrived today from Los Angeles with passengers and freight for Portland.

Schooner W. F. Jewett arrived from San Pedro this afternoon to load lumber for a return.

San Fedro this afternoon to load tum-ber for a return,

Steam schooner Bowdoin arrived from San Francisco today to load lum-ber at up-river points.

Steamship Knight of the Garter cleared for the Orient today with over 5,000,000 feet of lumber loaded at Port-land.

Chinook's Last Boiler Aboard.

Having begun the installation of the burth boller on the Government dredge hinook, the Marine Iron Works is Chinook, the Marine from Works is rushing the work so that the big bar digger will be in readiness for her of-ficial trial August 1. It was stated yesterday by executives of the works that nothing had transpired to delay her acceptance at that time.

Heavy Engine to Be Loaded on Barge

To load a 50-ton locomotive aboard the barge Nehalem is an undertaking Saptain Albert Crowe will shoulder his week at the O. R. & N. dock. The locomotive is the property of the Pa-cific Railway & Navigation Company, and is destined for Tillamook. When loaded the barge will be towed by the tug Vosburg.

Marine Notes.

With 450,000 feet of lumber loaded erday and will complete her cargo at

ower-river points. Two schooners will be towed up the Columbia today by the Ocklohama, the Luzon going to Prescott and the W. F. Jewett to St. Helens. The steamer Mc-Craken towed the schooner Irene to St. Helens yesterday.

To undergo an overhauling that will require about three weeks, the artillery tender Captain James Fornance will be turned over to the Willamette Iron & Steel Works tomorrow. She will be docked for three days to be cleaned and painted.

Captain Clem Randall, formerly master of the Costa Rica, Geo. W. Elder and St. Paul in the Harriman service, is in the city en route to San Francisco from the East. He is now in the service of the Merchants' Towboat Company. After finishing discharging hard-

wood lumber tomorrow at the mill of the Pacific Hardwood & Manufactur-ing Company, the Oriental liner Hen-rik Ibsen will shift to Oceanic dock to work wheat for her outward cargo and will later take flour at Albina dock. Just 42 days from Santa Rosalia, the British bark Iverna, under charter to Kerr & Gifford to load 119,900 bushels of wheat for the United Kingdom, reached the river yesterday. The rate at which the ship was secured is said to be below the union schedule, and has been reported at 25s.

has been reported at 25s.

With \$50,000 feet of lumber for Santa Barbara and San Pedro, the steamer F. S. Loop cleared yesterday. The steamer Shna Yak entered with cement, sugar and other stuff from the Bay City and is discharging at Oak street, from where she will sail tomorrow to load lumber at Peninsula and Linnton for San Pedro.

Movements of Vessels,

Movements of Vessels.

PORTLAND, June 11.—Salied—Steamer Bear for San Francisco; gasoline schooner Oshkosh for Silets; British steamer Knight of the Garter for Tsintau, via Nanaimo; garrived—Steamer Roanoke from San Francisco; steamer Bowdoin from San Francisco; steamer Bowdoin from San Francisco; steamer Bowdoin from San Francisco; steamer Astoria, June 11.—Conditions at 615 and 167 and

Glasgow, June 16.—Salled.—Numidian, for Boston.
Havre, June 11.—Salled.—La Lorraine, for New York.
Rotterdam, June 11.—Salled.—Rotterdam, for New York.
San Francisco, June 11.—Arrived.—Steamers Sherman, from Manilla; Yosemite, from Columbia River; Queen, from Victoria; Falcon, from Portland; schooners Honolpu, from Tacoma; H. D. Bendixsen, from Ludiow; C. A. Thayer, from Grays Harbor, for Salled.—Steamers Beaver, for Portland; Columbian, for Honolau; Grays Harbor, for Grays Harbor, for Pribyloff Islands; Johan Poulsen, for Pribyloff Islands; Johan Poulsen, for Astoria; schooner Cecilia Sudden, for Grays Harbor.
Plymouth, June 11.—Arrived.—Oceania.

Harbor.

Plymouth, June 11.—Arrived—Oceania, from New York, for Hamburg: Prinzess Alice, from New York, for Hremen, New York, York, for Hremen, New York, June 11.—Arrived—Campania, from Liverpool.

Southampton, June 11.—Sailed—St. Paul, for New York, June 9.—Arrived—Germania, from New York, Hayre, June 9.—Arrived—Sarak, from San Francisco, for Hamburg.

Tides at Astoria Sunday. High Water. Low Water. 3:58 A. M...8.0 ft. 11:05 A. M...-0.2 ft. 5:48 P. M...7.3 ft. 11:28 P. M... 3.6 ft.

Greater damage was sustained by the steamer Alliance in collision with the river steamer Ocklohama May 20, than was estimated by the Port of Portland, for Captain Albert Crowe, inspector for Captain Albert Crowe, inspector for St. Ray Asks New Trial.

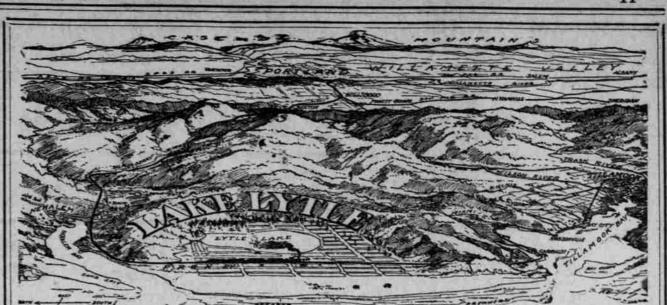
F. E. Ray Asks New Trial.

COLFAX. Wash., June II.—(Special.)—
Judge Canfield, today heard arguments of arguments of a metion for a new trial for F. E. Ray Asks New Trial.

COLFAX. Wash., June II.—(Special.)—
Judge Canfield St. Fro. St. Special.

FREE—Just send us your name and address plainly written and we will send you a small sample of our Flesch book, "Art of Massage." which explains by illustrated lessons just how to care for your face and form.

DR. CHARLES FLESH FOOD CO.



What \$100 Buys at Lake Lytle, Portland's **Nearest Beach Resort**

LOCATION

Stop and think what made Coney Island, Atlantic City and Manhattan Beach, the popular watering places of the Atlantic Coast. There is only one answer-their accessibility to the large cities.

That's what makes Lake Lytle popular, but that's not all. The above sketch shows just where the P. R. & N. R. R. crosses Lake Lytle. It's right where the railroad and all the roads of Tillamook County meet at the Pacific Ocean.

Mr. Lytle, president of the P. R. & N., in going over the survey of the road to Tillamook City, realized the many advantages of the Ocean, a beautiful fresh-water lake with magnificent Garibaldi Beach between them. It afforded every attraction which resort patrons could command. He at once acquired the property, including the lake, had the beach platted, and it is now offered to the public as beautiful Lake Lytle.

A LARGE LAKE

It is 1300 feet wide and 2600 feet long. It lies about 1000 feet back from the ocean Lake Lytle lots are platted on this 1000 feet of beach. Can you paint a prettier picture? The ground around the Lake is covered with beautiful spruce and pine trees, which offer ideal building sites for cottages.

The Lake is pure mountain water, has a hard sand bottom and is warm in the shallow inlets. Being protected as it is from the winds, it is ideal for bathing, safe for boating and fishing-just the place for the women and children.

WHAT \$100 BUYS

A lot 50x100 feet, covered with beautiful shade trees, graded streets, pure mountain water, all within a few minutes' walk of a railroad depot on the property. Sold on very easy terms.

If you want one of these lots write or call this week. The railroad will shortly be in operation between Portland and Tillamook. Before it is, Lake Lytle will be sold out. Now is the time to buy. Leave it for two months and you cannot buy without paying a speculator something on top of present prices for his foresight.

If you knew that an investment of \$25 now would buy you a \$100 lot, which in one year, say next Summer, with the railroad carrying thousands of tourists into Lake Lytle, would command a price of \$300, would you buy? That's what you may expect at Lake Lytle. Call upon us for a plat, a price list and

RALPH ACKLEY, Agent, 605 CORBETT BUILDING



FOR DEVELOPING THE BUST

and to restore those shrunken through nursing or sickness, making them plump and rounding them into a beau-tiful contour, nothing equals this won-derful preparation. ON SALE AT



THE CHINESE DOCTOR

This great Chinese doctor is well known three ugheut the Northwest becomes of his wonderfal and marvelous curea, and is today heralded by all his patients as the Frentest of his kind. He treats any and all diseases with powerful Chinese roots, herbs and barks that are entirely unknown to the medical science of this country. With these harmless remedies he guarantees to cure catarrh, asthma, leing troubles, rheumstiam, nervounness, atomsch, liver and kidney troubles, also private diseases of men and women.

CONSULTATION FREE.

Patients outside of city write for

Patients outside of city write for blanks and circulars. Inclose to stamp. The C. Gee Wo Medicine Co.

Woman a Specially The well-known Chinese DR.

S. K. CHAN, with their Chinese remedy of herbs and roots, cure wonderfully. It has cured many sufferers when all other remedies have falled. Sure cure for male and female, chronic, private diseases, nervousness, blood polson, rhauma, MRS. S. K. CHAN them, as the ma, pneumonia, MRS. S. K. CHAN thought the consumption, stomach, throat, lung trouble, consumption, stomach, throat, lung trouble, consumption, stomach, the consumption of all kinds, Remedies harmiess. No operation, Honest treatment, Examination for laddes by MRS. S. K. CHAN. Call or write S. K. CHAN CHINESE MEDICINE CO., 2264 Morrison St., bet. First and Second, Portland, Or.



C. Gee Wo MEN

THAT ARE WEAK, NER-VOUS AND RUN DOWN

COME TO ME AND BE CURED THE DOCTOR PAY WHEN CURED

MY FEE FOR A CURE IN UNCOMPEZ-CATED CASES IS \$10. I am an expert specialist, have had 50 years' practice in the treatment of allments of men. My offices are the best equipped in Portland. My methods are modern and up-to-date. My cures are quick and positive. I do not treat symptoms also patch up. I thoroughly examine each case, find the cause, remove it and thus cure the allment.

ment.

I CURE Varicose Velns, Contracted Aliments, Piles and Specific Blood Poison and all Aliments of Men.

CURE OR NO PAY—I am the only Specialist in Portland who makes no charge unless the patient is entirely antisfied with the results accomplished, and who gives a written guarantee to refund every dollar paid for services it a complete and permanent cure is not effected. special, Allments — Newly con-tracted and chronic cases cured. All burning, liching and inflammation stopped in 24 hours. Cures effected in seven days. Consultation free. If un-able to call write for list of questions.

DR. LINDSAY