BOISE'S RECORD OF 1910 IS ENVIABLE

Permits for New Buildings Attain to Grand Total of $1,301,190.

BUSINESS BLOCKS MANY

Thousands of Dollars in Public Improvements Expended, and the Outlook for New Year Is for Still Better Things.

BOISE, Idaho, Jan. 6.—The year 1910 was remarkable in Boise for the values represented in new buildings, both business and residential, as well as the increase in building lines over the previous year. For a city of 25,000 population it stands as a leader in the Northwest, as a builder and for up-to-dateness and modernness. The building foundations have been well laid in the capital of Idaho for a much larger city, claim local architects and contractors.

Permits actually issued for new buildings alone during 1910 total $1,301,190, but these fail to represent the entire extent of the building that has gone on within the past 12 months. In 1909 there were permits issued representing a valuation of $725,320, showing a flattering increase for the present year. Contractors declare that the total investment represented in improvement both civic and along the building line within the year 1910 was over $3,000,000, this sum including the state capitol building now in progress of erection as well as the cement sidewalk districts laid and the pavement installed by the city. The year 1911 or the present one should more than duplicate that record for not only has a large amount of capital been secured for the erection of many big business houses, but plans have already been drawn and operations will start within a month on the construction of many fine homes and additional business blocks.

Buildings Worth $881,500.

There were actually constructed in the heart of the business section during 1910 buildings, the value of which total $881,500, as follows: Allen-Wright Furniture Company's store, $30,000; I. N. L. Furniture Company's store, $30,000; addition to the high school, $75,000; Studebaker Company building, $24,000; Owyhee Hotel, $300,000; Statesman building, $24,000; Pioneer Tent & Awning, $24,000; Boise Milling & Elevator Company, $16,000; Boise Ice Company Plant, $12,000; Iberia Hotel, $16,000; Smith Garage, $18,000; Jones building, $5000; Mode building, $40,000; Case apartment house, $7500; value of residences constructed, $150,000; residences under construction, $75,000.

Buildings at present under construction, some of which are about completed and all of which were started in 1910, together with their valuations, are as follows: Empire, $120,000; Idaho, $200,000; Boise & Interurban Company's depot, $30,000; Bristol Hotel, $40,000; Broadbent building, $20,000; two-story addition to the Overland, $40,000; two-story addition to the Oxford Hotel, $30,000; Larson building, $7000; Troy Laundry, $6000; Fritchman warehouse, $12,000; Davis wholesale house, $20,000; Falk wholesale house, $7000; St. John's Cathedral, $125,000; Eichelberger flats, $20,000; McCarty flats, $70,000; Children's Home, $50,000; Park School, $30,000; Isis Theater, $7000; Box Theater and Manitou Hotel, $40,000; Christian Church, $40,000; Swedish Lutheran Church, $6000; State Capitol building, $2,000,000; Boise Barracks, $100,000; total, $3,020,000.

Other Thousands Expended.

In addition to the actual construction of business houses and residences, the city has expended thousands of dollars in improvements as shown by the following:

Cost of paving now being laid, $215,000; cost of paving for which estimates have been received, $600,000; sewers installed, $23,000; new curbing and sidewalk districts installed, $95,000; annual expenditure for new street crossings, flumes and culverts, river protection, street grading, sweeping and general maintenance, $50,000; total, $1,082,000.

Total expenditures for the year 1910, as shown by the building records, are as follows: Buildings under construction, $3,020,000; buildings constructed, $881,500; city improvements, $1,082,000; miscellaneous, $536,000; grand total, $5,500,500.

The building outlook for 1911 is unusually bright. The year 1910 witnessed the advent of the six-story building, but 1911 will introduce the skyscraper, for two of the big business blocks planned for the year, and which will be constructed, include a 14-story edifice that will go up on the corner of Eighth and Bannock streets, directly opposite the Federal building, and a nine-story business block, which will be erected by John Lemp on the corner of Ninth and Main streets.

There has, within the past two years, been a general transformation in the business section and a decided inclination to build towards the Federal and capitol buildings. As both the capitol and Federal buildings are close to the center of the city the y are destined to form the nucleus around which the future Boise business sections will cluster. The first real indication pointing to this was shown with the erection of the Idaho building by W. E. Pierce & Company, a six-story office edifice, on the corner of Eighth and Bannock streets, directly south and across the street from the Federal building. This edifice will be finished, ready for occupancy, this month. The second actual move to hold down this end of the district was in the erection of the Boise & Interurban depot in the same street. The 14-story building goes up in the same vicinity, and no less than four other business blocks are planned for that section. One block, farther North, has been reserved for the erection of the Boise Hotel, a tourist resort, to cost between $300,000 and $400,000.

FIVE SHIPS READY FOR SEA

Serak and Inveravon Sail Today and Mimi Crosses In.

Two grain carriers cleared yesterday, four finished loading and half a dozen others will float cargoes before the month ends. The German steamer Serak, which is bound for Europe but is to finish cargo at Tacoma, will depart this morning with 135,625 bushels of wheat, valued at $122,400. The French bark Buffon cleared for Queenstown or Falmouth with 117,809 bushels worth $97,781.47.

The British ship Inveravon will get away today, bound for Queenstown or Falmouth for orders, having cleared Wednesday with 109,770 bushels of wheat valued at $88,304.

The German ship Frieda and the British ship Scottish Moors have joined the fleet in the stream and will clear this week, the Scottish Moors having aboard 3720 tons of the cereal.

The German bark Mimi, which Balfour, Guthrie & Co. listed, reached the river yesterday from San Francisco and will be towed to Linnton in a day or two to discharge ballast. The Forfarshire, Inverness and Pierre Antonine will commence loading this week and their departure will mark a clean up of grain tonnage, leaving but the Bayard, Mimi, probably the German ship Elfriedа, which sailed from San Francisco December 21, and the British ship Balmoral, which left the Golden Gate yesterday in tow of the tug Dauntless and will arrive the middle of the week.

HUSBAND GOES WITH FUNDS

Mrs. Stewart Tries to Intercept Man on Rose City.

Tearful appeals by Mrs. C. E. Stewart, of 821½ Russell street, to officers on Ainsworth dock to prevent the departure of her husband on the steamer Rose City with all the finances the family possessed availed her nothing yesterday afternoon, as the vessel got away before a search could be completed, but it is expected the District Attorney's office will assist in his apprehension at Astoria.

It was not until a few moments before the steamer sailed that Policeman Lillis, of the harbor patrol, was notified of the case, and he made a hurried inspection of the decks. It was said that Stewart had purchased a steerage ticket, but that was not learned until the sailing hour. Mrs. Stewart said that her husband was employed by the O.-W. R. & N., and yesterday drew his wages, packed personal belongings and decamped, apparently headed for the home of a brother at San Francisco. The woman was distracted, as she had no funds with which to meet monthly bills and is unable to earn a livelihood.

NOTED SUNDAY SCHOOL ORGANIZER MAKING TOUR OF OREGON.

W. D. Stern.

A well-known Sunday school organizer from Kansas, W. D. Stern, is making a tour of Oregon in the interest of the Sunday schools. He already has spoken at Eugene, McMinnville and Salem. He will address a mass meeting of Sunday school people at the White Temple today at 2 P. M. From here he will go to Pendleton, La Grande and Baker. His remarks will be especially addressed to men, but all interested are invited.

KEEL BROKEN FORE AND AFT

Shna Yak's "Skeg" Split and Other Injuries Are Found.

Between 20 and 40 feet of keel gone or damaged to such an extent that it must be replaced, the keel or "skeg," which is 18 inches square, badly broken up between the sternpost and rudderpost and about 20 feet of keel forward at the stem in such condition that it must come off, added to which is about 2000 feet of caulking to her seams, is apparently the total damage to the steamer Shna Yak, which struck while leaving the Columbia River a week ago last night.

The vessel was yesterday lifted on the Oregon drydock and an examination was made in the afternoon by Captain S. E. Gibbs, of the Seattle board of marine underwriters, Captain Crowe, of the San Francisco underwriters, and Captain Blain, of the drydock. The rudder was unshipped and found intact. The vessel is to remain on the dock until it is determined which firm will be awarded a contract for repairs.

Kydd to Open Office.

Through the visit this week of T. W. Kydd, of Hongkong, a prominent lumber dealer of that port, an office may be opened in Portland to arrange for the purchase and transportation of increased lumber shipments Mr. Kydd, who was formerly with the Dollar Steamship Company and was aboard the steamer Robert Dollar when she was taken during the Japanese-Russian war, has associated himself with a partner who will look after the firm's affairs at Hongkong. From Portland Mr. Kydd will go to San Francisco and return shortly to complete the details. Shipments have been gonig forward on the Portland & Asiatic liners for several months.

Coquille to Be Dredged.

BANDON, Or., Jan. 7.—(Special.)—A bucket dredge from Coos Bay arrived in the Lower Coquille River, at Bandon, this week, and will proceed to remove all snags in the river between the ocean and Coquille, 28 miles up the valley. When this work is done, if any of the $55,000 Government appropriation remains unexpended, some dredging will be done on the shoals just above Bandon.

Manning Comes for Repairs.

ASTORIA, Or., Jan. 7.—(Special.)—The revenue cutter Manning has received orders to proceed to Portland Monday to have her machinery overhauled at the Willamette Iron Works, in accordance with the contract recently awarded.

Joseph Pulitzer in Port.

ASTORIA, Or., Jan. 7.—(Special.)—The pilot schooner Joseph Pulitzer is in port from her station at the mouth of the river, and will remain a few days to take on water and supplies.

"Ingrowing Grouch," Divorce Cause

OREGON CITY, Jan. 7. — (Special.)—George E. Crane has filed a suit for divorce against Jennie M. Crane, to whom he was married June 29, 1879, at Ypsilanti, Mich. Crane says his wife called him a liar, ridiculed his integrity and created scenes in public places. He says she was afflicted with an "ingrowing grouch," and made life one continuous nightmare for him.

The Dalles Fancier Gets Prizes.

THE DALLES, Or., Jan. 7.—(Special.)—Henry Zeigler, of this city, sent an exhibit of single comb buff Leghorns to the poultry show held at Tacoma this week and captured all the first prizes given for that breed, first and fifth for cockerel, first and second for hen and first for pullet.

LIFT SPAN SPEEDY

New Record Made for Brief Delay to Traffic.

TIME WILL BE IMPROVED

Operator in Charge Says He Would Not Return to Swinging Type. Wind Pressure Withstood at Highest Point.

Giving the gong signal for clearing the draw, raising and lowering the span for the passage of the steamer Hercules, and permitting travel to resume again in two minutes and 50 seconds is the new record for speedy operation set yesterday on the Hawthorne bridge by H. Stutsman, the chief operator. The span can be raised and lowered in 50 seconds, but time is lost in stopping traffic. Otherwise the interruption would include little more than the time actually required for a vessel to pass.

If there are any critics of the new bridge they can find a strong opponent to their arguments in Mr. Stutsman, who says that other than the lift type of draw is unfitted for service on the Willamette River, when the chief requisite is speedy operation. In a year and a half spent on the Steel bridge and 15 years in charge of the Burnside bridge Mr. Stutsman says he feels that he has gained a comprehensive knowledge of swinging draws, and that he knows of no point in their favor as compared with the lift pattern, which is being introduced here, and will be followed later in the year by the same system on the new Harriman bridge.

STEAMER INTELLIGENCE.

Due to Arrive.

Name	From	Date.
Nome City	San Francisco	In port
Yosemite	San Francisco	In port
Anvil	Bandon	In port
Golden Gate	Tillamook	In port
Henrik Ibsen	Hongkong	In port
Sue H. Elmore	Tillamook	In port
Falcon	San Francisco	Jan. 8
Breakwater	Coos Bay	Jan. 8
Beaver	San Pedro	Jan. 8
Roanoke	San Pedro	Jan. 8
Alliance	Eureka	Jan. 9
Bear	San Pedro	Jan. 13
Geo. W. Elder	San Pedro	Jan. 15
Rose City	San Pedro	Jan. 18

Scheduled to Depart.

Name.	For.	Date.
Yosemite	San Francisco	Jan. 9
Golden Gate	Tillamook	Jan. 10
Nome City	San Francisco	Jan. 10
Breakwater	Coos Bay	Jan. 10
Alliance	Eureka	Jan. 10
Sue H. Elmore	Tillamook	Jan. 10
Falcon	San Francisco	Jan. 10
Roanoke	San Pedro	Jan. 11
Beaver	San Pedro	Jan. 12
Anvil	Bandon	Jan. 12
Henrik Ibsen	Hongkong	Jan. 15
Bear	San Pedro	Jan. 17
Geo. W. Elder	San Pedro	Jan. 18
Rose City	San Pedro	Jan. 22

Speed Will Be Increased.

"I know that we can do faster work with the draw than was demonstrated this morning, and even exceed the time of 50 seconds in raising it and getting it back to position," said Mr. Stutsman yesterday. "As the machinery is turned over more and crews on the three shifts become more familiar with its parts, there is certain to be improvement, but from my observations of the past week I would not ask for anything better than the lift system presents. If I were connected with a bridge-building project, I would insist on that type, and it seems to me to be the only kind for the local harbor, for the principal point is speed, while it has several decided advantages over other types.

"In the first place I have no hesitancy in saying that the Hawthorne bridge has as much steel in its construction as the combined material in the Morrison-street and Burnside-street crossings. Therefore it is stronger. The Burnside draw is 385 feet long and it often requires two and a half minutes for a team to cross, while the Hawthorne bridge draw is 250 feet long and a vehicle takes about half the time because the route east and west is always clear, teams being separated from cars, so there are no blockades and the traffic moves regularly.

Short Lift Possible.

"In operating the Hawthorne draw we can raise it 25 feet for most of the vessels and then drop back as they pass, the traffic being started immediately, while on Burnside-street and other revolving draw bridges it is necessary to swing the full distance of about 150 feet. The clearance space between the draw piers is much greater than on the swing draw bridges, being 250 feet against 165 feet on each side of Burnside-street draw rest.

"When the draw is raised to the top of the towers, or 150 feet above the deck, there is not the slightest inconvenience from even the strongest winds that have prevailed since we began operations. Two rollers at each tower keep the draw lined up and there is no friction."

With the exception of a small amount of painting the firm of Waddell & Harrington, engineers, is through with its responsibilities. A few days ago, when the draw span was at its highest a photograph was taken looking down the harbor, the camera man being on top of the draw span, which is about 200 feet above the present stage of water. The skyline picture, with the harbor in the foreground, gives a better view than a sailor would secure from a ship's highest rigging.

FRONTAGE WILL BE VACATED

Owners of Stark-Street Property Want It February 1.

Owners of launch houses moored between Stark and Oak streets, on the west side of the harbor, are seeking a new location, as notice has been given by the Failing estate and Reed Institute, which own the frontage jointly, that it must be available for their use February 1. The floats there have been used principally by owners of valuable launches, and they have become the general headquarters for visiting vessels, particularly warships, the public landing stage at Stark street drawing them.

The owners of the property propose to improve it with a concrete dock, but the time for actual operations has not been fixed. The plans have been drawn and are under consideration. It is difficult for motor-boat owners to find convenient moorings on the West Side for their boathouses, as the Stark-street rendezvous is the last available site in the business district where a number can congregate.

The class known as scowdwellers were long ago driven from the waterfront by the harbor patrol, and some of their old locations have been used by the launch fleet. Yesterday a scowdweller was caught shifting his floating home into the lower harbor, and a hint from Harbormaster Speier kept him heading upstream. Only those engaged in watching property are permitted to remain within the limits.

Raymond Shipping Notes.

RAYMOND, Wash., Jan. 7.—(Special.)—The foreign four-masted sailing vessel Coma, Captain Hanson, arrived at the Clerin-Hamilton mill Thursday night, and will load there and at the Quinault and Creech Brothers' mills, taking a cargo of lumber to South America.

The steam schooner Claremont, Captain Shean, is loading at the Quinault mill for San Francisco. The steam schooner Saginaw, Captain Walvig, arrived at the Cierin-Hamilton mill yesterday and will load there and at the Quinault mill for San Pedro.

The steam schooner Carmel, Captain Hardwick, and the steam schooner Raymond are taking on a general cargo of lumber at the Siler and Raymond mills for San Pedro. The steam schooner Carlos, Captain Roberts, is loading at the Willapa mill for San Pedro. The Carlos is one of the finest vessels coming to Raymond. She has a splendid equipment for carrying passengers, and carried a number of passengers from this place to California points. The Carlos sailed today.

The steam schooner Coaster completed her cargo of lumber at the Quinault and Creech Brothers' mills and sailed on Saturday for San Pedro. The barkentine Amaranthe arrived at the Quinault mill Thursday night, and will take on a large cargo of lumber for Australia.

The steam schooner Ruth E. Godfrey, Captain Johnson, is taking on a load of lumber for the island of Tahiti, one of the Society group.

Marine Notes.

Another change in the schedule of the steamer Sue H. Elmore fixes her sailing for tomorrow afternoon.

With oil from San Francisco, the steamer W. S. Porter entered and cleared yesterday at the Custom-House.

In the event her ballast is out, the German bark Wandsbek will shift today at Linnton to the Clark & Wilson mill to load cargo for Hamburg.

In the cargo of the Oriental liner Henrik Ibsen, due to sail in another week, will be 5000 barrels of flour destined for Vladivostock that will be the first lot consigned there in a year.

It was reported yesterday that the steamer Yucatan, over which the owners and underwriters have contended since she was wrecked several months ago, had been sold to C. P. Doe for $40,000.

Steamboatmen have concluded that freakish weather conditions are responsible for fog prevalent, most of the week, for they say observations have shown that usually the fog departs after January 1, but this season it is thick even on the Corvallis run and is decidedly bothersome on the Lower Columbia.

Following continuous service since August, 1900, J. H. Frye has resigned as an operator on the Morrison bridge and has cast his lot with the Warren Construction Company. Mr. Frye has been one of the most familiar figures on the bridge and is known to every river man who heads his craft through the draw. A. B. Leightner is filling Mr. Frye's place.

Movements of Vessels.

PORTLAND, Jan. 7.—Arrived—Steamer J. B. Stetson, from San Francisco. Sailed—Steamer Rose City, for San Pedro, via San Francisco; steamer Capistrano, for San Francisco.

Astoria, Or., Jan. 7.—Condition at the mouth of the river at 5 P. M., smooth; wind, northwest, 4 miles; weather, cloudy. Arrived at 7:45 and left up at 10:50 A. M.—Steamer J. B. Stetson, from San Francisco. Sailed at 9:30 A. M.—Steamer Olympic, for San Pedro. Arrived at 12 noon—German bark Mimi, from San Francisco.

Tacoma, Jan. 7.—Arrived—U. S. S. Burnside, from Seattle; steamer Buckman, from Seattle. Sailed—German steamer Tanis, for Port Blakeley.

San Francisco, Jan. 7.—Sailed at 9 A. M.—Steamer Bear, for San Pedro. Sailed at 12 noon—British bark Balmoral, in tow of tug Dauntless, for Portland. Sailed at 3 P. M.—Steamer Rainier, for Portland; steamer Klamath, for San Pedro. Sailed last night—Steamers Johan Poulsen and J. A. Chanslor, for Portland.

Coos Bay, Jan. 7.—Arrived—Steamer Alliance, from Eureka.

Port Huron, Jan. 7.—Arrived yesterday—Steamer Roma, from Portland.

Seattle, Jan. 7.—Arrived—Steamer Alameda, from Valdez; steamer Buckman, from San Francisco; steamer Hilonian, from San Francisco. Sailed—Steamer Jefferson, for Skagway; steamer Montana, for Eagle Harbor; steamer Buckman, for Tacoma.

Los Angeles, Jan. 7.—Arrived—Steamer City of Puebla, from Seattle; Yellowstone, from Astoria; Wellesley, from Everett; Harold Dollar, from Tacoma; Thomas L. Wand, from Aberdeen. Sailed—Tallac, for Everett; Tamalpais, for Grays Harbor.

San Francisco, Jan. 7.—Arrived—Steamer Fairhaven, from Port Ludlow. Sailed—Barks Touraine, for Saint Louis, Queenstown; barkentine Archer, for Roche Harbor; steamers Seva, for Grays Harbor; Queen, for Victoria; Admiral Sampson, for Seattle; Rainier, for Astoria; Asuncion, for Portland.

Hongkong, Jan. 7.—Arrived previously, Monteagle, from Vancouver, B. C.

Havre, Jan. 6.—Arrived—Steamer Minnesota, from Seattle.

London, Jan. 7.—Arrived—St. Nicholas, from San Francisco via Coronel and Montevideo.

Liverpool, Jan. 7.—Sailed—Celtic, for New York via Queenstown.

Tides at Astoria Sunday.

High.	Low.
6:25 A. M.....5.1 feet	1:02 A. M.....2.0 feet
7:07 P. M.....6.9 feet	

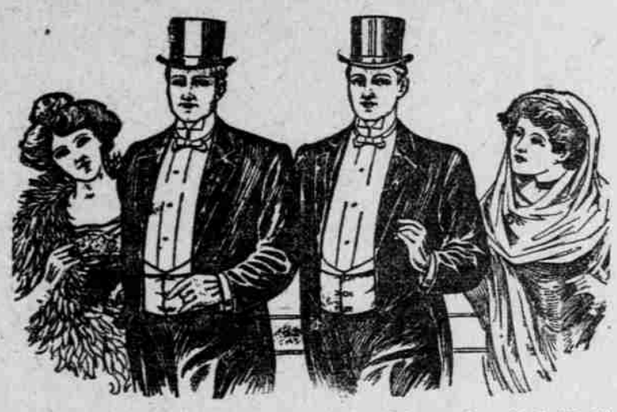
Change St. Helens Range.

One result of Commander Ellicott's inspection of aids to navigation between Portland and Goble will be a recommendation to the Bureau of Lighthouses that the post light at the end of the jetty opposite St. Helens be placed on dolphins. The move is regarded imperative in order to make the light permanent, as in its present location it is discontinued during high water.

Consul William E. Alger announces that the chamber of commerce at Mazatlan, Mexico, has decided on closing all places of business on Sundays. No work whatever shall be done, except that for a steamer leaving on Sunday an employe may remain at the office of the steamship company until the vessel has been dispatched.

VIGOROUS HEALTH

Two "High Belt Men;" One 50 Years Old, the Other 30. Can You Pick Out the Younger?



I can show you how to restore your youth and how to keep it. A "Health Belt Man" CANNOT grow old, he must be young forever. Years count for nothing in his life, so long as you have great vitality. Weakness, Nervousness, Unmanliness are conditions to be laughed at by the intelligent user of my great appliance, for it gives in abundance, all that vim, vigor and nerve force which the weakened system craves. Worn every night and all night for two or three months, it sends a great, warm glowing volume of electricity into your body through the nerve centers at small of back; from the first hour's use you experience a decided benefit; there is a great mysterious force which gets right to work. No conditions imposed except that dissipation must cease. Help Nature that much, the Belt will do the rest. It takes the weakness and kink out of your back; it drives rheumatic pains away from all parts of the body; you will feel and look young and strong again; women and men, noticing your physical change, will be more attracted toward you on account of your new vitality and life; in two months you can experience the full vigor of perfect health. Charles L. Snell, of Middleport, N. Y., writes: "Your Health Belt cured me of nervous Debility, Kidney and Bladder troubles after all else failed." This is but one testimonial among thousands which you may see if you care to.

Let Me Send You This Book FREE

It fully describes my Health Belt and contains much valuable information. One part deals with various ailments common to both men and women, such as rheumatism, kidney, liver, stomach, bladder disorders, etc. The other part is a private treatise for men only. Both sent upon application, free, sealed, by mail.

If in or near this city, take the time to drop in at my office that you may see, examine and try the Belt. No charge for professional advice, either at my office or by mail. If you cannot call, fill in the coupon and get the book free by return mail. It is better than a fortune for any one needing new vigor.

DR. C. K. SANDEN CO., 1151 BROADWAY, NEW YORK, N. Y.
Dear Sirs—Please forward me your book, as advertised, free.
NAME .....
ADDRESS .....

Men Cured

CONSULTATION AND ADVICE

FREE

Whether Treatment Is Begun or Not.

The Leading Specialist.

New, Different —and— Better Methods

Which Takes Less Time and Costs Less Money

Don't be practiced and experimented upon by physicians, druggists, electric belts and incompetent specialists. My large practice and quick, thorough methods enable me to cure men's ailments in half the time and at about one-fourth the usual fees asked.

My best reference is

YOU PAY WHEN CURED.

My practice has demonstrated that no ailment peculiar to men is incurable. Failure to cure is usually due to lack of knowledge and improper treatment. You may consult me free of charge and learn your exact condition.

I CURE TO STAY CURED VARICOSE VEINS

Absolutely painless treatment that cures completely in one week. Investigate my method. It is the only thoroughly scientific treatment for this ailment being employed.

OBSTRUCTIONS.

My treatment is absolutely painless, and perfect results can be depended upon in every instance. I do no cutting or dilating whatever.

SPECIFIC BLOOD POISON.

No dangerous minerals to drive the virus to the interior, but harmless, blood-cleansing remedies that remove the last poisonous taint.

CONTRACTED AILMENTS.

Be sure your cure is thorough. Not one of my patients has ever had a relapse after being discharged as cured, and I cure in less time than the ordinary forms of treatment require.

NO SURGERY FOR PILES.

Though I have seldom made mention of this distressing ailment in my announcements, new cases come to me every day for treatment as a result of recommendations from those I have cured. I positively cure all cases of piles by use of soothing and healing remedies.

CONSULT ME WHEN OTHERS FAIL.

You will note my examination is different, my apparatus is new and up-to-date, and I always make it a point to explain every case exactly as I find it, so that the patient may understand his own condition and how I expect to cure him. I charge nothing for examination and advice.

My specialty, besides being limited to men, is confined to less than a dozen ailments. But of each ailment I have handled many thousand cases. I can segregate the curable cases from those beyond help immediately, and I accept for treatment only those that I have learned I can guarantee to cure. But I do not mean a case is incurable because other specialists have failed. My reputation has been built upon my ability to cure those that others could not cure. My specialty includes all the ailments, the reflex symptoms common to sufferers. For all ailments, my methods are quick, certain and permanent. I cure blood ailments with harmless, blood-cleansing remedies that drive out the ailment never to return. I have a direct treatment for bladder and kidney ailments, and piles, which completely relieves and is as certain as it is cure. I have every mechanical therapeutic aid, and my offices are the very best equipped of any on the Coast.

The DR. TAYLOR Co.

234½ MORRISON STREET, PORTLAND, OR.

OFFICE HOURS—9 A. M. TO 8 P. M. SUNDAYS, 10 TO 1.

MEN

FOR $5 AND $10 LET ME CURE YOU

I will treat some of your ailments for as low a fee as $5 and $10. I will make you an exceptionally low fee on any ailment you may be suffering from.

With this low fee and my long and successful experience in treating ailments of men you need not suffer another day. I don't care who has tried to cure you, and has failed—I will give you a **sure cure** and a **small fee.** Don't give up before seeing me.

By the latest methods known to MEDICAL science I successfully treat VARICOSE VEINS, PILES, NERVOUS AILMENTS, SKIN AILMENTS, KIDNEY, BLADDER, LUNG AND BLOOD AILMENTS, RHEUMATISM, LIVER AILMENTS AND ALL CHRONIC AILMENTS OF MEN.

Call at once and let a true specialist examine you today, not tomorrow.

Stop suffering; get strong and vigorous. What more to be desired than health? Nothing.

Come and consult us free of all charge.

DR. LINDSAY

The Old Reliable Specialist.

Corner Alder and Second streets. Entrance 128½ Second street, Portland, Or. Office hours—9 A. M. to 8 P. M. Sundays, 10 A. M. to 1 P. M.

Electropodes

TRADE MARK—REG.

COPPER PLATE POSITIVE — ZINC PLATE NEGATIVE

For Rheumatism and Nervousness

Excess uric acid causes more complaints, pains and ills than all other unnatural conditions combined. Rheumatism, Nervousness, Liver and Kidney troubles, Backache, Neuralgia and all kindred complaints, result from excess uric acid in the system.

The quickest, surest and best way to eliminate excess uric acid is by wearing Electropodes. These remarkable galvanic insoles radiate life, health and strength to every organ and tissue of the body. Circulation is increased, nerves strengthened and entire system toned up. All poisons and impurities are eliminated, through the large pores of the feet.

What Others Say:

One man from Nebraska writes: "My mother had Rheumatism so bad she was unable to get out of bed without aid. This is her second pair of Electropodes and she is now able to do her own housework."

A lady from Pennsylvania writes: "I was troubled with swollen and cramping feet. Since wearing Electropodes, I have had no cramps, and the swelling in feet and limbs has nearly disappeared."

We will gladly furnish names and addresses of these parties on request. We have many similar letters from people whom Electropodes have cured.

Booklet upon request.

If you are sick or suffering, give Electropodes a chance to cure you. Recommend them to some afflicted friend. Your druggist will sign a positive contract to return your money if they should prove unsatisfactory.

Sold Under This Contract

The purchaser of Electropodes is granted the privilege of returning them within 30 days, and the purchase price ($1.00) is to be refunded upon the following conditions: They are to be worn according to directions for at least 25 consecutive days, and then if not satisfactory, to be returned in original box.

Druggist's Signature.....

At druggists; or by mail, postpaid. If your druggist cannot furnish Electropodes, send us $1.00 and we will see that you are supplied immediately. State whether for man or woman.

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