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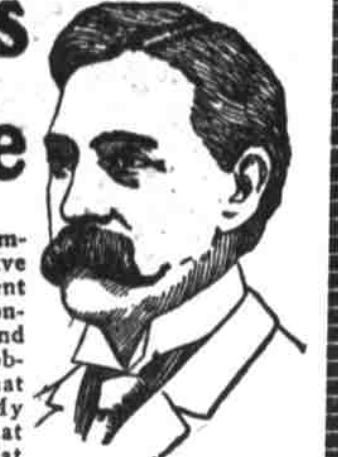
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Licensed and Legitimate My Portland offices are conducted by two regular graduate physicians whose certificates showing them to be LICENSED TO PRACTICE MEDICINE AND SURGERY IN THE STATE OF OREGON are at all times open for inspection in consulting room.

BY FEE IS ONLY \$10 In Any Uncomplicated Case. Pay After Being Cured

Treat Cases I Can't Cure



I treat for real and lasting cures. Every remedy I employ has its part in bringing positive and permanent results. Under my treatment the patient who notes improvement in his condition can feel assured that real benefit and not a temporary drug effect has been obtained.

WEAKNESS I use neither knife, ligature nor caustic in my treatment for Varicocele. I positively cure this disorder by an absolutely painless method and without detaining the patient from business.

My method of curing Stricture is new and entirely original. No cutting or dilating. The structure is dissolved and completely removed and all affected membranes thoroughly cleaned.

My colored chart affords an interesting study in men's diseases. Will be sent free upon application.

The DR. TAYLOR Co. CORNER SECOND AND MORRISON STS., PORTLAND, OREGON. Private Entrance 224 1/2 MORRISON STREET.

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PLUMBERS. FOX & CO.—SANITARY PLUMBERS. 221 1/2 bet. Main and Salmon. Oregon phone Main 2901.

PRINTING. Mann & Beach, Printers 92 1st st. Both phones.

BUSINESS CARDS, \$1.75 PER 1,000. In 5,000 lots. C. B. Print Shop, 210 Madison. Pacific 1613.

ROOFING. TIN ROOFING, GUTTERING, REPAIRING and general jobbing. J. Losh, 112 Jefferson st. Pacific 1424.

RUBBER STAMPS AND SEALS. P. C. STAMP WORKS, 248 ALDER ST. Phone Main 719. Rubber stamps, seals, stencils, baggage, trade checks, brass signs and plates.

REAL ESTATE. COOS BAY—DON'T BUY IN EDMONSTON'S addition until you see or write the original owner. You buy then at first cost, as others did. R. L. Edmondston, 311 Commercial bldg., Portland.

STREET PAVING. WARREN CONSTRUCTION CO.—Laying sidewalks and crossings. 134 Lumber Exchange.

SHOWCASES AND FIXTURES. SHOWCASES OF EVERY DESCRIPTION: bank, bar and store fixtures made to order. The Lutke Manufacturing Co., Portland.

SAFES. PORTLAND SAFE CO., SOLE AGENTS for Herring-Hall-Marvin safes and Manganese Steel Safe Co.'s bank safes; 20 second-hand fireproof safes and bank safes, very cheap. See them or write us. 92 1/2 st.

SIGN AND SHOW CARDS. PORTER & KLEISER SIGNS. We have built up the largest sign business in the city by first-class work and keeping our promises. Our prices are right. 4th and Everett sts. Phone Exchange 55.

TRANSFER AND HAULING. OLSEN-ROE TRANSFER CO. Henry Roe, P. P. Sheasgreen. General transfer and storage; safes, piano and furniture moved, packed and shipped. 299 Oak st. Phone Main 547, Pacific 1063. Home A-2247.

COLUMBIA RIVER SCENERY. REGULATOR LINE STEAMERS. Daily service between Portland and Seattle. Leave Portland, Sunday, leaving Portland at 7 a. m., arriving about 5 p. m., carrying freight and passengers. Splendid accommodations for outings and livestock.

ROANOKE AND GEO. W. ELDER. Sail for Eureka, San Francisco and Los Angeles direct every Thursday at 8 p. m. Ticket office 152 Third near Alder.

TOWEL SUPPLY. CLEAN TOWELS DAILY—COMB. brush, soap, \$1 per month. Portland Laundry & Towel Supply Co., 9th and Couch sts. Phone 410.

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WHOLESALE JOBBERS. M. A. GUNST & CO. DISTRIBUTORS OF FINE CIGARS PORTLAND, OREGON.

OREGON FURNITURE MANUFACTURING CO.—Manufacturers of furniture for the trade. Portland, Or. 45 WADHAM & CO., WHOLESALE GROCERS, manufacturers and commission merchants. 4th and Oak sts.

FURNITURE MANUFACTURING AND SPECIAL ORDERS. L. Ruvensky's furniture factory, 307 Front st.

WHOLESALE CROCKERY AND GLASSWARE. Prahl, Heggie & Co., Portland, Or.

LEWIS-STENGER BARBERS' SUPPLY Co., barbers' supplies, barbers' furniture, hairbrushes, tooth and Morrison. BATES-WIGHT CO., CALENDARS, advertising novelties, 150 6th St.

TRANSPORTATION. GREAT NORTHERN BULLETIN

Low Rates From the East. During September and October the Great Northern railway will sell colonial tickets from all eastern points at greatly reduced rates.

New York to Portland, \$50.00 Boston to Portland, \$49.00 Chicago to Portland, \$33.00 St. Paul to Portland, \$33.00 Minneapolis to Portland, \$33.00 Duluth to Portland, \$25.00 Sioux City to Portland, \$25.00

Proportionate reductions from other points. Now is the time to send for your friends. Orders for tickets will receive prompt attention. Additional information on application to H. Dickson, C. P. & T. A., 122 Third street, Portland, Or. Phone Main 680, Home A-2286.

FUGET SOUND ROUTE. S. S. "Redondo" FOR SEATTLE, TACOMA, BELLINGHAM, ASTORIA, PORTLAND

Sailing from Couch Street Dock October 3d, 13th and 23d AT 6 P. M. FREIGHT ONLY. Connecting at Seattle for ALL ALASKA POINTS.

F. P. BAUMGARTNER, Agent, Couch St. Dock, Main 361; Home A-1161

COOS BAY. Weekly Freight and Passenger Service of the Fine Steamship

Breakwater. Leaves PORTLAND every Wednesday, 8:00 p. m., from Oak-street Dock, for EMPIRE, NORTH BEND AND MARSHFIELD

Freight Received Till 4 p. m. on Day of Sailing. From Portland, 1st-class, \$10.00; 2d-class, \$7.00, including berth and meals. Inquire City Ticket Office, Third and Washington sts., or Oak-street Dock, Portland and Puget Sound Route.

Columbia River Scenery. REGULATOR LINE STEAMERS. Daily service between Portland and Seattle. Leave Portland, Sunday, leaving Portland at 7 a. m., arriving about 5 p. m., carrying freight and passengers. Splendid accommodations for outings and livestock.

ROANOKE AND GEO. W. ELDER. Sail for Eureka, San Francisco and Los Angeles direct every Thursday at 8 p. m. Ticket office 152 Third near Alder.

NEXT CLACKAMAS FAIR BIGGER YET Managers Already Planning for the Coming Year's Exposition.

WILLAMETTE WANTS LOCATION NEXT TIME. Great Crowds Attend and Event is Successful in All Aspects—Open Tomorrow, Shows and All—Partial Lists of Awards.

(Special Dispatch to the Journal.) Oregon City, Oct. 12.—Yesterday was a red letter day in Oregon City and everybody was out in full enjoyment. The schools were closed for the day, all business was suspended in the afternoon and everybody was at Gladstone Park in attendance at the county fair, viewing the various exhibits of produce, relics, fancy work, fruits and flowers, wandering along the midway of admiration the livestock exhibit, horses, cattle, sheep, swine, goats, poultry and guinea pigs.

Nat. Reiss' carnival was the center of attraction on the outside, and the auditorium on the inside. The auditorium and the shows were all crowded to full capacity.

Every car to and from the grounds all the afternoon was thronged to standing room, although trailers had been put on the track to meet the rush.

Still Better Fair Next Year. The managers of the fair are highly elated at the success that attends it, and with the first, only a few days of the fair at Salem will be a small thing compared with it.

The judges of the exhibits went to work in the afternoon and only a few of their reports have been handed in.

Winners of Special Prizes. Milwaukee grange took the first prize for grange exhibits, the grand organ donated by the grange, the grand fair of Portland, Warner grange won the third prize, a John Deere plow, from the John Deere company, G. W. Waldron is the winner of the silver cup, offered by the Front street fruit merchants of Portland for the five best boxes of apples raised and packed in this county.

For fancy work exhibit Mrs. C. A. Ware received the first special prize, donated by John Adams, and Mrs. J. C. Willis the second. Mrs. J. Stafford received special mention for her exhibit of hand-painted china and oil paintings, and Mrs. Prof Miller for land-made baby's outfit.

The special prize for general display of fancy work donated by D. C. Kily, for best display of grange work, was awarded to Mrs. Lily Schmidt. Mrs. Thomas Clark received special mention for drawn work, Mrs. E. Harrington for Alaska exhibit and Mrs. J. F. Risley for amateur photography.

Prize for an Octogenarian. Mrs. Catherine of Canemah, 81 years of age, received a ribbon for her patchwork quilt of red and white mosaic, and Mrs. W. W. Freeman special mention for her rainbow patchwork quilt. This quilt is a work of art in make and blending of colors. Every patch in its composition is an inch square. It leaves early in the morning, and arrives early. Low rates. Prompt service. Telephone Main 3201. Home A-3527.

TRANSPORTATION. TAKE A DAY'S-OUTING ON Str. Telegraph

Sunday to Astoria and Return \$1.00 Leaves Alder street dock 8 a. m.

Columbia River Through Line. Steamers of the "OPEN RIVER" line leave OAK-STREET DOCK every Monday, Wednesday and Friday at FIVE O'CLOCK A. M., for all points between Portland, the Dalles and Umatilla.

Leaves early in the morning, and arrives early. Low rates. Prompt service. Telephone Main 3201. Home A-3527.

NEW YORK DOES NOT FAVOR TRIP. Metropolis Fights Navy Department's Plan to Send Ships to Pacific.

By John E. Lathrop. (Washington Bureau of the Journal.) Washington, Oct. 12.—New York is jealous of the future, and fears that the journey of President Roosevelt to the middle west and south will accelerate the movement of the commercial and industrial and financial interests away from that metropolis. It is intimated here with good color of truth that largely the intense hostility manifested by New York newspapers toward the proposed cruise of the 32 warships to the Pacific and their scorching of the junked of the chief executive down the Father of Waters is due to realization that the two incidents constitute recognition of the importance of localities other than the Island of Manhattan.

The journey down the Mississippi river will result inevitably in the president's incorporation in his message to the congress this winter of recommendations for the deepening of the channel of that river so as to permit boats of heavier draft to come up from New Orleans.

The sending of the warships to the Pacific coast has settled the question as to war with Japan.

Digging down through the coverings of diplomacy and the felicitations exchanged on both sides, especially during Secretary Taft's visit to Japan, one discovers that there has been much perturbation among the administration's inside advisers, least the steady Japanese overt act which would precipitate hostilities, and which is not occurred, and matters appear to be going smoothly since the announcement was made that the 32 warships would sail in December.

Hostility to the project for the deepening of the Mississippi river shown by the president's trip is regarded as one of the most important of the dictation of New York financial magnates is thought to possess a significance not apparent on the surface. If this enterprise is undertaken after adequate investigation by competent engineers, New York will inevitably lose some of its preponderance in financial and commercial matters along the Mississippi river will gain correspondingly.

That this is realized by New York men is well known here and that they will not desire to support enthusiastically projects for the improvement of the river is said to be also well known here.

However, that eventually the project will be carried out is regarded as one of the certainties. Some of its friends frankly concede that attempts thus far made to procure appropriations from the congress have not been adequate in amount. Last winter \$18,000,000 was asked for to inaugurate the enterprise; inasmuch as there never had been a report on the subject by the government engineers, it was commonly known in Washington that the request for the appropriation was foredoomed to defeat. For years the rule has been maintained by the house committee on the subject that there shall be no appropriations for projects which have not been favorably reported on by the engineers.

When a man applies to us suffering from weakness we find and remove the cause just the same as an expert engineer or electrician finds and removes the cause when machinery fails to do its work. We have no difficulty in curing time cases; we have cured them by the thousands. We have the necessary knowledge, skill and experience to find the cause and give the proper treatment thus putting the organs in a normal condition when the weakness disappears, which was only a symptom of the real trouble.

You may consult us privately in confidence. You will be examined in a thoroughly scientific manner and our diagnosis and advice will be cheerfully given to you absolutely free of charge. After this you desire to be treated we will cure you and make you well and strong as you ought to be.

No matter what your ailments are, call or write to us today, stating your case plainly in your own way, and receive the benefit of a modern, skillful diagnosis. All letters answered in plain, sealed envelopes.

OFFICE HOURS—9 a. m. to 5 p. m.; evenings, 7 to 8:30; Sundays, 9 a. m. to 12 noon.

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

JOURNAL WANT ADS PAY BEST

CRISIS IN SICILY. Competition Hurts Mine Owners—Miners Want More Pay.

The mine owners of Sicily find themselves facing a situation especially threatening to cripple the sulphur trade of the island. On one side there is American competition, which every day becomes more serious, while on the other the high taxes levied by the government.

Until 1896 the sulphur trade was in a flourish, and the price obtained for find were contented, strikes were unknown, and although the life was hard, still the miners were satisfied. Gradually things changed in the latter part of the century, and the crisis crippled the people of the island.

The mines were closed down, with the exception that many of the miners were forced to work in the mines of Louisiana, which had previously been considered almost useless, had been made into a paying concern, owing to an American investment in the sulphur trade.

This company, the Anglo-Sicilian Sulphur company, installed new life into the industry, and the mines were opened up. The company, in order to sustain high prices, was forced to buy in all these small holdings.

Thus it came about that it found itself with a stock on hand of 360,000 tons which it was difficult to dispose of, being valued at \$16,000,000. Louisiana, which had previously been considered almost useless, had been made into a paying concern, owing to an American investment in the sulphur trade.

While the company finds its market thus restricted, the miners are demanding higher wages, and several strikes have occurred. They also demand more safeguards against accidents. The mines are worked in a primitive fashion and few precautions are taken to prevent mishaps to workmen. It has ever been customary to conceal the number of persons killed when the sulphur was halting sulphurous gases in fires and explosions.

Traveled Hands. From the Gentlewoman. In the course of our lives, says the statistician, although we write many letters, we have not the remotest idea of the distance our hand covers while traveling over the paper.

According to him, the average man or woman writes about 30 words a minute, which, with the up and down strokes and curves, amounts to some 150 feet a day, or 300 yards an hour. A person therefore using his pen for say two hours a day, has traveled a distance of 300 miles.

And this, it should be remembered, refers only to those who write comparatively speaking, little. When we come to the professional element, journalists, clerks, etc., who work six, seven hours a day, the figures become startling.

SELF-LIGHTING BUOY. A Novelty on the Lusitania That Attracted Attention.

One feature of the big Lusitania which attracted crowds when she was open for inspection was the automatic life buoy which is fastened between decks on a slanting frame in such a way that it can be released by the pressure of a button on the bridge.

On each end of the four arms of a large cross-shaped framework is a copper ball. These balls are so weighted that when the buoy strikes the water it will float upright. To the cross-arms are fastened long brass cylinders. These cylinders are calcium carbide lights so arranged that they flare up by contact with the water.

About a cry of "overboard" the raised at night the officer on the bridge presses the button, the buoy hits the water and the lights flare up. If the man overboard is a swimmer he can reach the buoy, to the arms of which loops are attached to aid him in keeping above water. The ship also has a mark to guide it.