STREET PAVING

WARREN CONSTRUCTION CO.—Street paving, sidewalks and crossings. 314 Lumber Exchange.

THE BARBER ASPHALT PAVING CO. of Portland. Office 655 Worcester blk.

SHOWCASES AND FIXTURES

SHOWCASES OF EVERY DESCRIPtion; bank, bar and store fixtures made to order. The Lutke Mfg. Co.

THE JAMES I. MARSHALL MFG. CO., showcases, cabinets, store and office fixtures. 289 Couch st. Pacific 2161.

R. H. BIRDSALL, DESIGNER; AGT. M. Winter Lumber Co., 7 Hamilton bldg.

SAFES

DIEBOLD MANGANESE SAFES—Large lines carried. Lock-outs opened. Jacks, jails, metal furniture. Both phones. J. E. Davis, 88 3d.

TOWEL SUPPLY

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

TRANSFER AND HAULING

C. O. P. TRANSFER & STORAGE CO. —Office 88 1st st., between Stark and Oak sts.; phone 596. Pianos and furniture moved and packed for shipping; commodious brick warehouse with separate iron rooms. Front and Clay.

OLSEN-ROE TRANSFER CO. General transfer and storage; safes, pianos and furniture, etc., moved, packed and shipped. 209 Oak st., between Front and 1st. Phone Main 547, A-2247.

ROSE CITY TRANS. CO. ALL ORders given prompt attention. E. 2159; res. E. 1871. J. C. Findley, manager.

OREGON TRANSFER CO., 134 N. 6TH. Main 69. Heavy hauling and storage.

INDEPENDENT BAGGAGE & TRANSfer Co.—Storage 324 Stark. Main 407.

W. M. JOHNSON, TRANSFER AND EXpress. 28 Union ave. Ess 4441. B-1004.

TYPEWRITERS

ALL MAKES, RENTED, REPAIRED, sold. P. D. C. Co., 231 Stark. Tel. 1407.

SIGN AND SHOW CARDS

FOSTER & KLEISER SIGNS, THE largest sign makers in the northwest. 5th and Everett sts. Phone Priv. Ex. 55. Home A-1155.

"SIGNS THAT ATTRACT"—PORTland Sign Co. 287 Stark. Pacific 1596.

UPHOLSTERING AND REPAIRING

BIJOU UPHOLSTERY, 127 11TH, SEAT and hall cushions. Steamboat work a specialty. Cabin upholstery. Main 8196.

WHOLESALE JOBBERS

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

EVERDING & FARRELL, PRODUCE and commission merchants, 140 Front st., Portland, Or. Phone Main 179.

OREGON FURNITURE MANUFACturing Co.—Manufacturers of furniture for the trade. Portland, Or.

WADHAMS & CO., WHOLESALE GROcers, manufacturers and commission merchants. 4th and Oak sts.

LEWIS-STENGER BARBERS' SUPPLY Co., barbers' supplies, barbers' furniture, barbers' chairs, 10th and Morrison.

THE GRATON & KNIGHT MFG. CO., oak tanners, leather belting manufacturers, Portland, Or., 51 1st st.

BATES-WIGHT CO., CALENDARS, ADvertising novelties. 150 6th st.

ALLEN & LEWIS, COMMISSION AND produce merchants. Front and Davis.

WHOLESALE CROCKERY AND GLASSware. Prael, Hegele & Co., Portland.

TOO LATE TO CLASSIFY

FOR SALE—80 ACRES OF CORDwood, timber land, 13 miles from Portland; will cut 3,000 cords of wood, over 1,000 cut, two barns and cookhouse on place. D-182, Journal.

GIRL FOR LIGHT HOUSEWORK. Time off. 448 6th.

WANTED—CHAMBERMAID DEWEY House, 26½ N. 3d.

SOBER, MIDDLE-AGED MAN, SCANdinavian, wants labor; work of any kind; not afraid of work. E-160, Journal.

HOUSE - PAINTER AND TINTER wants work by day or contract. E-296, Journal.

TRANSPORTATION

COOS BAY LINE

The steamship BREAKWATER leaves Portland Wednesday at 8 p. m., from Oak street dock, for North Bend, Marshfield and Coos Bay points. Freight received till 4 p. m. on day of sailing. Passenger fare, first class, $10; second class, $7, including berth and meals. Inquire city ticket office, Third and Washington streets, or Oak street dock.

Columbia River Scenery

REGULATOR LINE STEAMERS.

Daily service between Portland and The Dalles, except Sunday, leaving Portland at 7 a. m., arriving about 5 p. m., carrying freight and passengers. Splendid accommodations for outfits and livestock.

Dock foot of Alder st., Portland; foot of Court st., The Dalles. Phone Main 814, Portland.

NORTH PACIFIC STEAMSHIP CO.'S STEAMSHIPS

Roanoke and Geo. W. Elder

Sail for Eureka, San Francisco and Los Angeles direct every Thursday at 8 p. m. Ticket office 132 Third, near Alder.

RECORD ELEPHANT SHOT

Big Rogue That Was Killed by a German Hunter in Ceylon.

From the Singapore Times.

H. Hieland, the German big game hunter, who came into prominence at the recent elephant kraal, has returned to Colombo after a month's shooting in the Hambantota district. He secured a capital bag, including two elephants, two buffaloes, two crocodiles, one leopard, one bear and some snakes.

One of the elephants was a rogue and a tremendous brute, the measurement of its fore feet going to show, according to Rowland Ward's standard book on big game, that the animal was the second in size for the world's record and considerably the biggest shot in Ceylon.

The elephant shot by Mr. Hieland was nine feet high, and the measurements taken at the Colombo museum and certified there are as follows:

	Inches
Height of skull	43
Breadth of skull	29
Breadth of trunk	23
Circumference of foot	55½

The measurement of the foot was taken after drying and before being stuffed. Mr. Hieland claims that when stuffed with sand it will be 58 inches; but taking it as 55½ inches it comes second in the list of Rowland Ward's records.

It was barely light, Mr. Hieland says, and owing to the comparative darkness he had to go up quite close to the animal before shooting, and as it was he was not able to get good aim. The first shot, however, was fatal, but not instantaneously so and the elephant charged. He stopped the brute's progress with a bullet on the knee and then he rolled over dead.

The New York presidential primaries are fixed by law to be held on the last Tuesday of March, which this year will be the 31st of that month. At these primaries delegates will be elected to the congress district conventions, each of which will elect two delegates and two alternates to the national convention.

SAW NO SIGNS OF EACH OTHER

Vessels Arrive After Having Kept Close Company for Three Months.

HERE WITH COAL FROM NEWCASTLE

Captain Barbam of Bark Callunna Reports Having Met Head Winds Most of Way From Australia and Narrowly Avoids Losing Charter.

Although but 12 hours elapsed between the time of the departure of the British bark Callunna and the British bark Brodick Castle from Newcastle, Australia, and the same number of hours elapsed between their arrival at the mouth of the Columbia river, 87 days later, the vessels were at no time near enough to speak each other. The Brodick Castle started 12 hours after the Callunna and beat her that many hours to the river.

The Callunna arrived in the harbor at 5 o'clock last night and went to the Pacific Coast company's bunkers to discharge a couple of thousand tons of coal. The Brodick Castle, too, has coal, but her cargo will be discharged at the city by the sea, the Pacific Coast company having about all the fuel it can comfortably handle here at present, with another vessel, the British ship Largiemore, having just reached the river from the Australian port.

Speaking of the voyage, Captain Barham and the officers of the Callunna say it was quite uneventful. They did not know the close proximity of the Brodick Castle or there would probably have been some sporting blood aroused, as the opportunity for a close long-distance race was unsurpassed. Head winds of considerable strength held the windjammer back, but few serious calms were encountered.

They knew nothing of the missing British bark Castle Rock, which is now about 150 days out from Newcastle for Puget sound, and say the weather since they struck out was not such as to cause any apprehension. In view of this fact, it is taken for certain that if the Castle Rock is lost she must have met her doom during the early part of her voyage, shortly after setting sail from the coal port. To strengthen this theory is the fact that severe storms swept the Pacific about the time, and in which it is believed the Japanese steamer Goto Maru also went down. The Goto Maru was bound from Hakodate, Japan, for Portland, via San Francisco.

The Callunna was towed up from Astoria by the steamer Ocklahama. She is under charter to the Portland Flouring Mills company to carry wheat to Europe, as is also the Norwegian bark Colonna, which is also in the river.

The Callunna narrowly avoided losing her charter for outward loading. Twenty-four hours later in Astoria and the charterer would have had the option of cancelling the contract. Captain Barham says he was uneasy when the vessel fell into stormy weather off the bar.

NEW LAUNCHES ON RIVER.

Several Fine Craft Will Be Out With Spring's Awakening.

Several fine gasoline launches will be launched here during the next few weeks in time to be ready for the opening of the season. The trimmest of the fleet will in all probability be L. Beno's Niagara, a 35-foot cabin launch capable of reeling off a dozen knots an hour.

The Niagara has been under construction the greater part of a year in a house at the foot of Stark street. Every detail has been worked out with the greatest possible skill and the model is said by boat men to be one of the cleanest ever seen here. The width of the Niagara will be seven feet and she will have a mean draft of about three feet.

Mr. Beno is a great launch enthusiast and has owned several craft during the past few years. The Niagara will, however, be the finest he has had so far and the builder's aim has been to incorporate all the good points of the old boats and eliminate the bad features. The Niagara will be ready for the water by the first of the month. She is equipped with a 25-horse-power engine.

Another large launch is being built by Fred J. Johnson for Captain E. E. Kellogg of the Kellogg boathouse. She will take the place of the Imperial which Captain Kellogg sold just fail to a party on the Columbia. The new launch will be 30 feet long and capable of reeling off about 10 knots an hour. She will be equipped with a 15-house-power engine. She is being built for the outing business particularly and will have accommodations for 50 passengers.

HAIL AND THUNDER.

Steamer Senator Encounters Strange Weather Off Oregon Coast.

The steamer Senator of the Harriman line ran into a fierce hail and thunder storm off the Oregon coast Sunday night on her way to Portland. Captain Nopander reported this morning when the liner arrived that it was one of the most unpleasant hail storms he has encountered along the coast for some time.

At one time the deck was covered with fully three inches of hail and sleet and it was almost impossible to walk about. At the same time vivid flashes of lightning pierced the sky every now and then and light peals of thunder were heard in the distance.

The steamer George W. Elder, which arrived from San Pedro by way of San Francisco and Eureka, escaped the worst of the storm. Her officers report having encountered squally weather, but they saw neither hail nor lightning.

The steam schooner Washington will be at Couch street dock this evening to discharge freight from San Francisco. She reached Astoria at 9 o'clock this morning.

CONCERT FOR SEAMEN.

Seamen's Institute Will Fittingly Celebrate Ash Wednesday.

A concert suitable to the occasion, Ash Wednesday, will be given at the Seamen's institute, Front and Flanders streets, tomorrow evening at 8 o'clock, under the direction of Miss Beulah Cadwell. The following, among others, will take part in the program:

Piano solo, Miss Thompson; vocal solo, Miss Driver; vocal solo, Mr. Tarnallan; reading, Mrs. Katherine Trannchell; vocal solo, Miss Beulah Cadwell; violin solo, Miss Donaldson; vocal solo, Miss Thompson; vocal solo, Miss Donaldson.

A special half hour service during Lent will be held at the Seamen's institute, Front and Flanders streets, every Monday evening at 8 o'clock, to which all friends of the mission as well as sailors are cordially invited.

SUBSTITUTE STEAMER.

Strathblane Reaches River to Load in Place of Strathdon.

The British steamer Strathblane arrived at Astoria this morning rather unexpectedly. She was sent here from San Francisco in place of the British steamer Strathdon, which was chartered some time ago by the Pacific Export Lumber company of this city to carry a cargo of lumber to the orient.

The lumber company is not quite ready for the vessel, and she will probably not begin loading till the middle of the month. She will carry away about 3,500,000 feet, and the material will be furnished by mills of this city.

The Pacific Export Lumber company has also the British steamer Strathgyle coming here to carry lumber for the orient. She was chartered at the same time as the Strathdon, whose place is now taken by the Strathblane.

WRONGLY ACCUSED OF SHOPLIFTING.

Miss Edna Utley, who was arrested in Brooklyn, New York, on the charge of shoplifting, was discharged by a police magistrate, after she had shown that while shopping she placed her muff and neckpiece on the counter and when she turned to leave discovered that a waist had caught in the hook of her neckpiece and was trailing behind.

WILL LEASE FISHING.

Government Invites Bids for Seining Privileges on Sand Island.

The United States will enter into a new contract with the highest bidders for the seining privileges on Sand Island at the mouth of the Columbia river, the old leases having expired. Bids will be opened in the office of the United States engineers at the Custom house at 11 o'clock April 3.

The privilege will be let for three years and the highest bidders will get exclusive right to the fishing there. Under the old contracts four parties, Walter Pulliam, T. A. O. Standsland, Hard Winter and Hansen & Olson controlled the seining, each party having his site. Under the old arrangements the island brought the government about $4,000 a year.

COMING FOR LUMBER.

Steamer Needles Is Chartered and Steamer Sommerstad Arrives.

Another large tramp steamer was engaged yesterday to load lumber at this port. The vessel is the British steamer Needles, of 2,995 tons net register and she is expected to arrive here in a few days from Magdelena bay, where she has just finished discharging a coal cargo.

The Needles was taken by Bowring & Co., a firm that has done considerable business here this winter. It is understood that the cargo will go to the orient. The Needles will get away with fully 3,500,000 feet.

The Norwegian steamer Sommerstad arrived at Linnton early this morning to load lumber for Shanghai. The cargo is being dispatched by the Oregon Pine Export Lumber company. The Sommerstad came here from San Francisco in ballast.

CAPTAIN FILES REPORS.

Places Value on Lost Emily Reed at $25,000.

(Special Dispatch to The Journal.)

Astoria, Or., March 3.—Captain William Kessel, master of the American ship Emily Reed, which stranded near the mouth of the Nehalem river on the morning of February 14, filed a wreck report in the custom-house today.

The report places the value of the vessel at $25,000 and her cargo at $10,000, says the cause of the accident was an incorrect chronometer and fog; says no assistance was rendered or was possible, there being no one in the vicinity and the captain adds that upon hearing the breakers he tried to keep the vessel off, but she struck immediately afterward.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive.

Numantia, orient	March 5
Alliance, Coos bay	March 5
Breakwater, Coos bay	March 8
Hanalei, San Francisco	March 10
Rose City, San Francisco	March 10
Roanoke, San Pedro and way	March 10
G. W. Elder, San Pedro	March 17
Senator, San Francisco	March 17
Arabia, orient	April 1
Nicomedia, orient	May 1
Alesia, orient	June 1

Regular Liners to Depart.

Breakwater, San Francisco	Mch. 4
Geo. W. Elder, San Pedro	March 5
Senator, San Francisco	March 6
Roanoke, San Pedro and way	March 12
Hanalei, San Francisco	March 12
Rose City, San Francisco	March 13
Alliance, Coos Bay	March 14
Numantia, orient	March 15
Arabia, orient	April 15
Nicomedia, orient	May 5
Alesia, orient	June 5

Vessels in Port.

St. Nicholas, Am. sh	Astoria
Berlin, Am. sh	Goble
Henry Villard, Am. sh	St. Johns
Acme, Am. sh	Portland Lbr. Co.
Bayard, Fr. bk	Columbia No. 2
Pierre Loti, Fr. bk	Greenwich
Haidis, Nor. ss	Kalama
Gryfevale, Br. ss	Oceanic
Arctic Stream, Br. ss	Oceanic
John A. Campbell, Am. sch	Astoria
Alvena, Am. sch	Goble
Emile Galline, Fr. bk	Elevator
Jordanhill, Br. sh	Linnton
Bougainville, Fr. bk	Irving
Admiral de Cornuller, Fr. bk	Stream
Crown of Germany, Br. sh	Oceanic
Alice Marie, Fr. bk	Stream
Andre Theodore, Fr. bk	Stream
Jules Gommes, Fr. bk	Montgomery No. 2
Tricolor, Nor. ss	E. & W. Mills
Hoche, Fr. bk	St. Johns
Colonna, Nor. bk	Banfield's
Collunna, Br. bk	Coal bunkers
Broderick Castle, Br. ship	Astoria
Alice MacDonald, Am. sch	Astoria
W. F. Jewett, Am. sch	Astoria
Breakwater, Am. ss	Oak street
Lasgiemore, Br. sh	Astoria
Edward Detaille, Fr. bk	Astoria
Geo. W. Elder, Am. ss	Martin's
Senator, Am. ss	Ainsworth
Sommerstad, Nor. ss	Linnton
Washington, Am. ss	Couch street

En Route to Load Lumber.

F. E. Sanders, Am. sch	San Francisco
Echo, Am. bktn	Callao
Salvator, Am. sch	Redondo
Retriever, Am. bktn	Redondo
Andy Mahoney, Am. sch	San Pedro
Albyn, Russ. bk	Callao
F. H. Lunsman, Am. sch	San Francisco
A. M. Campbell, Am. sch	Redondo
St. Helens, Am. sh	San Francisco
Northland, Am. ss	San Francisco
Mathew Turner, Am. sch	San Francisco
King Cyrus, Am. sch	Redondo
Melville Dollar, Am. ss	San Francisco
Irene, Am. sch	Redondo
Ravalli, Am. ss	San Francisco

En Route With Cement and General.

Eugene Rergaltne, Fr. bk	Antwerp
Crown of India, Br. sh	Antwerp
Cornli Bart, Fr. bk	Antwerp
Ernest Legouve, Fr. bk	Antwerp
Aberfoyle, Br. sh	Antwerp
Edmund Rostad, Fr. bk	London
Emanuele Accame, It. bk	Hamburg
Asgerd, Br. ship	Antwerp
Bidart, Fr. bk	Antwerp
Albert Rickmers, Ger. bk	Antwerp
Clan Graham, Br. sh	Cardiff
Eugenie Fautrel, Fr. bk	Antwerp
Vincennes, Br. sh	Antwerp

Coal Ships En Route.

Ancaios, Br. sh	Newcastle, A.
Mindoro, Am. sch	Newcastle, N. S. W.
Agnes Oswald, Br. sh	Newcastle, A.
Hatumet, Br. ss	Newcastle, A.

Tramp Steamers En Route.

Strathfillan, Br. ss	Vancouver, B. C.
Glenlogan, Br. ss	Guaymas
Aker, Nor. ss	San Pedro
Minerva, Nor. ss	Panama
Strathdon, British ss	San Francisco
Strathgyle, British ss	San Francisco
Needles, Br. ss	Magdalena Bay

En Route in Ballast to Load Grain.

Celtic Chief, Br. sh	Honolulu
Alsterkamp, Ger. sh	Caleta Coloza
Clan Buchanan, Br. sh	Santa Rosalia
Charles Gounod, Br. bk	San Francisco
Cambusdoon, Br. sh	Caleta Caleso
Earl of Dunsmore, Br. sh	Callao
Nereus, Br. ship	Valparaiso
Verbena, Br. bk	Valparaiso
Bonchamp, Fr. bk	San Francisco
Celticburn, Br. bk	Santa Rosalia
River Falloch, Br. sh	Talcahuano
Jacobsen, Fr. bk	San Francisco
Leyland Bros., Br. ship	Valparaiso
Dynamone, Br. sh	San Francisco
Manx King, Br. sh	Taltral
Urania, Nor. bk	Valparaiso
Port Crawford, Br. sh	Calao
Molier, Fr. bk	San Francisco

Oil Steamers En Route.

Ged. Loomis, Am. ss	San Francisco
Maverick, Am. ss	San Francisco
Catania, Am. ss	San Francisco

ALONG THE WATERFRONT.

The Norwegian ship Calonna will shift to Banfield's dock today to discharge ballast.

The French bark La Perouse left down this morning bound for the United Kingdom with a cargo of wheat.

The steam schooner Capastrano is ready for the sea, but will probably be held here until a settlement has been reached in the engineers' strike.

A branch agency of the internal revenue office has been established in the Custom House building. John A. Mackay, formerly of Denver, has charge of the office.

The steam schooner Ravalli, which was placed on the en route list a couple of days ago, will come here from San Francisco under charter to the Portland Lumber company to carry lumber to San Francisco.

The British steamer Gryfvale will finish loading tonight or tomorrow. She goes to Europe with a full cargo of wheat.

MARINE NOTES

Astoria, March 3.—Arrived down during the night, schooner Alvena. Left up at 8:30 a. m., French bark Edouard Detaille. Arrived at 9 and left up at 10:30 a. m., steamer Washington, from San Francisco. Arrived at 9:15 a. m., British steamer Strathblane, from San Francisco. Arrived at 11 a. m., British ship Crown of India, from Antwerp, and American schooner Monterey, from Monterey.

San Francisco, March 3.—Arrived at 8 a. m. steamer Hanalei, from Portland. Arrived at 10:30 a. m., steamers Johan Poulsen and Nome City, from Portland. Astoria, March 3.—Arrived at 12 noon and left up at 5:30 p. m., Norwegian steamer Sommerstad, from San Francisco. Arrived at 1 and left up at 5:30 p. m., steamer Senator, from San Francisco. Arrived at 2:25 and left up at 4:30 p. m., steamer George W. Elder, from San Pedro and way ports.

St. Rosalia, March 3.—Sailed February 22, British ship Celticburn, for Portland.

Tocopilla, March 2.—Sailed February 2, German bark Nomia, for Portland.

Madeira, March 3.—Passed March 1, British steamer Como, from Portland, for Antwerp.

Astoria, March 3.—Condition of the bar at 8 a. m., smooth; wind east, 10 miles; weather, clear.

Tides at Astoria Today—High water, 1:28 a. m., 8.8 feet; 1.33 p. m., 9.1 feet. Low water, 7:37 a. m., 1.3 feet; 7:54 p. m., —0.2 feet

PAWNSHOP ROMANCES.

Nothing Picturesque About It, Says Provident Loan Man.

From the New York Sun.

"All this talk about the picturesqueness of pawnshops is nonsense," said an officer of the Provident Loan society. "There is no tragedy or mystery about any of the things which we handle, and if anybody imagines that our office is crowded with picturesque wrecks who come in to pawn their last spoon in order to satisfy the hunger of starving families they are much mistaken.

"It isn't the poor by any means who keep the pawnshops busy. Of course we do have some really impoverished customers, but our chief clients are salaried people who try to live beyond their means.

"Besides these well-to-do classes we have great numbers of floaters, as we call them, students and shop girls, who have come to the city to make their way and can't quite succeed because of the great cost of living in New York.

"Low or high, rich or poor, most people in order to live the way they want to in this city have to spend more money than they get. And if New Yorkers don't live beyond their means they live so close to the limit that the smallest accident, illness or any additional expense immediately throws them into debt. Then if they haven't enough credit to borrow money they just pawn some piece of jewelry or silver to tide them over the temporary difficulty.

"And do you suppose that one such experience makes them any wiser? No such thing. They go on in just the same happy go lucky fashion as before."

In answering advertisements herein, please mention The Journal.

C. Gee Wo

The Well-Known Reliable

CHINESE Root and Herb DOCTOR

Has made a life study of roots and herbs, and in that study discovered and is giving to the world his wonderful remedies.

NO MERCURY, POISONS OR DRUGS USED—HE CURES WITHOUT OPERATION, OR WITHOUT THE AID OF A KNIFE.

He guarantees to cure Catarrh, Asthma, Lung, Throat, Rheumatism, Nervousness, Nervous Debility, Stomach, Liver, Kidney Troubles; also Lost Manhood, Female Weakness and All Private Diseases.

A SURE CANCER CURE

Just Received From Peking, China—Safe, Sure and Reliable.

IF YOU ARE AFFLICTED, DON'T DELAY. DELAYS ARE DANGEROUS.

If you cannot call, write for symptom blank and circular. Inclose 4 cents in stamps.

CONSULTATION FREE

THE C. GEE WO CHINESE MEDICINE CO., 163½ First St., Cor. Morrison, Portland, Oregon. Please Mention This Paper.

Scott's Santal-Pepsin Capsules

A POSITIVE CURE

For Inflammation or Catarrh of the Bladder and Diseased Kidneys, NO CURE NO PAY. Cures quickly and permanently the worst cases of Gonorrhoea and Gleet, no matter of how long standing. Absolutely harmless. Sold by druggists. Price $1.00, or by mail, postpaid, $1.00, 3 boxes, $2.75.

THE SANTAL-PEPSIN CO. Bellefontaine, Ohio.

Sold by All Druggists.

Every Woman

Is interested and should know about the wonderful MARVEL Whirling Spray

The new Vaginal Syringe. Injection and Douche. Best—Safest—Most Convenient. It Cleanses Instantly.

Ask your druggist for it. If he cannot supply the MARVEL, accept no other, but send stamp for illustrated book—sealed. It gives full particulars and directions invaluable to ladies. MARVEL CO., 44 E. 23d ST., NEW YORK.

For Sale by Skidmore Drug Co., Woodard, Clarke Co. and Lane-Davis Drug Co.—6 Stores.

FOR WOMEN ONLY

Dr. Sanderson's Compound Savin and Cotton Root Pills. The best and only reliable remedy for DELAYED PERIODS. Cure the most obstinate cases in 2 to 10 days. Price $2 per box or three boxes $5.00. Sold by druggists everywhere. Address T. J. PIERCE, 181 First st., Portland, Or.

Men's Diseases

Permanently Cured

WHEN SICK YOU NEED THE BEST ADVICE

WE CURE—Varicocele, Hydrocele, Stricture, Swellings, Sores, Ulcers, Prostatic Trouble, Specific Blood Diseases, Lost Manhood, Drains, Losses, Private and Chronic Diseases. Our fee, $5 to $30.00. Medicines, $1.50 to $6.50 a course.

OUR CHARGES You can pay by the week or month, as you see results. You will know from the test we give you that you are absolutely cured and will stay cured, and you will also find every claim we make to be exactly as we represent.

See me first and you will not have so many specialists to see before you get cured.

Years of study and special work have placed me at the top of the medical profession of those who treat and cure diseases of men.

I guarantee you a cure for a reasonable fee, which you may pay when cured.

I examine you free and give you advice that is valuable.

Results and Cures Is What You Must Have and you expect the same. Let me tell you that is just what you get here. My specialty covers those diseases of men and by the hundreds coming to my office every month it assures one that I Deliver the Goods. All I ask that you call and see for yourself.

INVESTIGATE MY METHODS AND LEARN THAT I AM ALL I CLAIM TO BE, AND WHEN YOU PLACE YOUR CASE IN MY HANDS YOU ARE SURE OF GETTING THE BEST TREATMENT THAT CAN BE OBTAINED ANYWHERE.

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.

I CURE MEN

I Have the Largest Practice Because I Invariably Fulfill My Promises

DR. TAYLOR, The Leading Specialist.

It has always been my rule to promise nothing that I am not absolutely certain of accomplishing. Realizing that no one physician can successfully undertake to cure all diseases, I entered special courses of study in preparation for my present work. For 16 years I have been proving my ability and building my success. I have mastered first the simpler diseases, then the serious complex and stubborn ones that others neither cure nor comprehend. My practice is now fully twice that of any other specialist upon the Pacific coast treating men's diseases. It has grown to these dimensions because I have made promises and fulfilled them. Each cure I have effected is a triumph and a manifestation of skill that has had its part in the making of my success. Each day new cures are completed, and my present growth of practice is more rapid than ever before.

I make definite claims for my methods of treating men's diseases. I claim originality, distinctiveness, scientific correctness and unapproachable success. Every one of these claims is backed by substantial proof. The best evidence of superiority are the cures themselves. My treatment cures permanently those cases that no other treatment can cure. This test has been made over and over again, and a majority of my patients are men who have failed to obtain lasting benefits elsewhere.

In Uncomplicated Cases My Fee Is Only

$10.00

YOU CAN PAY WHEN CURED

VARICOCELE

Varicocele is a relaxation, knotting and twisting of the most vital blood vessels of the organic system. It stagnates the local circulation and interferes with the processes of waste and repair. Neglect brings derangement of functions and injury to the general health. Most physicians resort to surgical operations and hospital treatment. I cure Varicocele in one week without operation, pain or detention from business. My cures are absolutely permanent and no ill effects whatever can follow my treatment.

All necessary X-ray examinations are absolutely free to patients. My equipment for X-ray work is the finest and most complete ever produced, and equally perfect results are not possible with an inferior apparatus.

All medicines are prepared from standardized drugs in my own private laboratory and are supplied to patients at actual cost.

"Weakness"

To produce temporary activity of the functions in cases of so-called weakness is a simple matter, but to permanently restore strength and vigor is a problem that but few physicians have solved. I never treat for temporary effects. Under my system of treatment every bit of improvement is a part of a permanent cure. Though other physicians have, through my success in effecting permanent cures, been convinced of the fact that prematureness, loss of power, etc., are but symptoms resulting from chronic inflammation or congestion in the prostate gland, none have as yet been able to duplicate my cures. My system of local treatment is the only effective means yet known for restoring the prostate to its normal state, which always results in full and complete return of strength and vigor. Such a cure is absolutely permanent, because the condition responsible for the functional disorder is entirely removed. It is the only kind of a cure a patient desires, and is the only kind of cure I will treat for.

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