LINNTON WHARF TAKES BALLAST

The Columbia Engineering Works Wants to Fill in Waterfront Property.

NEW WHARF WILL BE 900 FEET LONG

Last Year Ballast From In-Coming Grain Carriers Was Taken Care of by Pacific Bridge Company and Used in Making East Side Fills.

Ballast brought here by vessels from foreign ports the forthcoming fall and winter will be discharged without expense to the vessel at Linnton, the Columbia Engineering company having agreed to take care of the material.

The company has secured a new location at Linnton for its large steel casting works now located at Tenth and Johnson streets and will move its entire plant as soon as the ground can be got into shape. Included in this project is the filling in of 902 feet of water frontage where piling is now being driven for a wharf. To make the wharf permanent, however, dirt will be filled in as quickly as possible. Soil will be dredged from the river in addition to that brought here as ballast.

Last year the ballast was taken care of by the Pacific Bridge company and thousands of tons of sand and gravel from far off foreign shores were used in making the east side fills. The material was dumped onto scows and towed from the vessels anchored in the stream to the company's large bunkers at the foot of East Salmon street.

While thousands of tons of ballast were brought here last season it is expected that a much greater quantity will be brought here this year because everything points to Portland being visited by a larger grain fleet this year than ever before. Possibly the fleet will consist of 150 big windjammers, many of them bringing from 1,000 to 1,200 tons of ballast.

Last season a large percentage of the incoming vessels brought general cargo from Europe, so that the quantity of ballast was not as large as in some seasons of the past.

Up till a year ago it cost vessels 30 cents a ton to get rid of the ballast, but under existing arrangements this expense is eliminated. And the material is worth the cost of handling it, because as a rule it makes good fills.

The new arrangement for handling the ballast will result in having a large majority of the ballast ships stop at Linnton on their way up, to remain there until ready for cargo. This will give more room for vessels in the harbor because heretofore much of the space has been occupied by craft waiting to get a chance at one of the ballast docks.

WITH GENERAL CARGO.

Steam Schooner F. S. Loop Arrives From San Francisco.

The steam schooner F. S. Loop, Captain Levinson, arrived from San Francisco this morning and went to the Oak street dock to discharge general cargo, most of it consisting of paint for W. P. Fuller & Co.

Returning to San Francisco the Loop will carry lumber from the mills of the Portland Lumber company and the mills at Prescott and Knappton. Captain Levinson reports having encountered a strong head sea and dense fogs coming up the coast. In the vicinity of Rogue river a gasoline sloop was seen about three miles off shore. The name could not be made out but the craft is supposed to have been the Condor which left here some days ago for Waldport.

COME HERE TO TIE UP.

Fresh Water Port Offers Inducements as Haven for Idle Craft.

A number of sailing schooners are heading for the Columbia river and so far as known here they have not been engaged to carry away cargo. It is therefore believed that they are coming to lay up awhile waiting for business to improve.

The demand for lumber carriers, about the only trade the American deep sea sailing vessels in this part of the world engage in, is slack as compared with the number of carriers catering to the business and gradually the vessels are working back to the coast from foreign shores across the sea.

For years idle tonnage has assembled in San Francisco to await charters but is has been discovered that the Columbia river offers even better inducements and it is believed that henceforth a number of owners will send their vessels here to tie up rather than have them go back to San Francisco.

The fresh river water has the effect of cleaning the hulls of barnacles and sea weeds and it is contended that by laying up the vessels here or down the Columbia considerable time and money can be saved.

The schooner Smale which left Makawell and the barkentine Puako which left Santa Rosalia are believed to be coming here to lay until business improves.

RADICAL CHANGES WILL BE DEMANDED IN CHARTER

That there will be strong efforts on the part of push clubs and civic organizations to compel the charter revision board to make a radical change in the form of government now in vogue in Portland, is expected.

The various civic organizations will endeavor to instill in the minds of the charter board when the members hold their meetings that a government composed of from three to five can do the city's work much more effectively than 40 men who are members of all sorts of political parties, besides representing various cliques and partisan associations.

Sectional feeling forms another basis for attack upon the present form of government in that one of the first arguments advanced in the discussions that have rent and torn the various push clubs is in regard to the splitting of the city into wards and representing them by councilmen who can combine and run the city's affairs to their own satisfaction and to the detriment of the sections of the city that do no happen to be represented in the dominating councilmanic combination.

Clubs Favor Iowa Plan.

Mayor Lane favors the Des Moines plan of government, which is composed of four councilmen and a mayor. Each is at the head of the five departments into which the city's business is divided, and is so framed that the mayor and councilmen are directly responsible to the people. This plan has already been voted for by several push clubs, and the North Albina Push club will undoubtedly pass resolutions at its next meeting advocating this form of government for Portland. This latter club is particularly tired of the present system in vogue because of the fact that the members have tried for more than two years to secure fire hydrants without success.

With the Des Moines system in use the push club could have gone to the councilman at the head of the department embracing such work and presented their request to him. He would investigate and report to the other members and it would be acted upon immediately. If he turned the people down without a proper investigation they would have the power of the initiative or referendum or the recall. Each councilman and the mayor is directly responsible to the people for his public acts, and there is no chance of evading the question at issue.

Red Tape System Here.

In Portland the system is different. The North Albina Push club sent its representatives to the council asking for fire hydrants. The communication was sent to a committee.

The representatives were referred to the water board where they were informed that there were no hydrants because the council refused to appropriate money. Back went the representatives to the council and wanted to know why the members had not appropriated money for hydrants.

The council in turn informed the representatives that the water board was the proper branch of the city government to purchase fire hydrants. Back to the water board went the representatives and were again informed that the council had handed them a large and juicy lemon and the delegation was advised to go back to the council. In this way three months were taken up.

But with hope ever beating high in their hearts the representatives went back to the council. The matter was referred to a committee. The committee reported back in two or three weeks that the residents in North Albina were entitled to fire hydrants. With this gladsome information in their possession the representatives again visited the council.

Accordingly a resolution was passed urging that the water board attend to the wants of the North Albina property owners. That was supreme satisfaction to the push club and they expected to soon gain the reward of their hard labor. They attended the water board meeting with smiles upon their faces. The water board read the resolution and—then referred it to the chief engineer of the fire department. The smiles faded away and the jaws set hard on the faces of the representatives. They called on the chief engineer.

Nothing Doing Again.

"We have no hydrants and I cannot install any for you," was his cheerful information. "You will have to see the mayor."

Without delay the representatives repaired to the mayor's office. True the city has 86 hydrants lying on the street which have not come up to the required test, but nothing has been done to force the contractor to repair the hydrants and bring them up to requirements.

Then the representatives found that they were up against it. They said so themselves and they ought to know, for they have been trying for two years and more to get the fire hydrants. "We can't get them, but Sellwood can, and we were in the city before Sellwood was and we have a larger population than Sellwood."

Then one of the representatives sat down and figured it all out.

"Let me see," he mused. "Sellwood is represented by Councilman Wills. Councilman Wills has always been a member of the majority party in the council. Sellwood has fire hydrants and an engine company. North Albina is represented in the council by a man who has not been a member of the majority party. North Albina has no fire hydrants neither has it an engine company. Now what's the answer?"

Stung, Stung, Stung.

Without more ado that particular member called a meeting of the representatives who were his companions on a two years' pilgrimage through a maze of committees, boards and city officials, and said as follows:

"We have been stung. We have been up against a game which has results like the shell game and methods like European diplomacy. The cause is found in the number of gamesters we play. Let's reduce the number and put the city on the business basis that marks the organization of a first-class, up-to-date corporation."

And the members went back and will report to their club that they want the Des Moines plan adopted for Portland.

ALONG THE WATERFRONT.

The steamer Alliance, Captain Olson, arrived from Coos Bay this morning with freight and passengers.

The steam schooner Casco has left San Francisco for Portland, presumably under charter to load lumber for a return cargo. It is several months since the Casco was here.

The ocean tug Hercules left Astoria last night for San Diego towing one of the Benson log rafts. This is the third raft started south this summer. The tug Dauntless having delivered one and being on the way south with another. The raft contained 8,000,000 feet of piling, and the tug carried 100,000 feet of lumber and 50,000 shingles.

The British steamer M. S. Dollar arrived at Astoria last night and left up this morning. She will be at the mills at Linnton this afternoon to begin loading lumber for Shanghai.

The British steamer Bucrania will be lowered from the drydock this afternoon and shift to the mills of Inman-Poulsen Lumber company to load lumber for Shanghai.

MARINE NOTES.

Astoria, Aug. 6.—Arrived down at 5 a. m. and sailed at 11:30—Steamer City of Panama. Arrived at 6:15 p. m. last night and left up at 9:50 a. m.—Steamer M. S. Dollar from Seattle.

Antwerp, Aug. 6.—Arrived August 4—German bark Nal from Portland.

Astoria, Aug. 5.—Left up at 2:40 p. m.—Steamer F. S. Loop. Arrived at 11 a. m.—Steamer Sue Elmore from Tillamook. Arrived at 1:15 and left up at 5:30 p. m.—Barge Roderick Dhu from Monterey. Arrived at 1:30 p. m. and left up at 3:30 p. m.—Steamer Alliance from Coos bay.

San Francisco, Aug. 5.—Sailed at noon—Steamer Arabia for Portland. Arrived—Steamer Atlas from Portland.

Makawell, Aug. 5.—Sailed yesterday—Schooner Annie Smale for Portland.

Astoria, Aug. 6.—Condition at the mouth of the river at 8 a. m., smooth; wind, northwest; weather, cloudy.

Tides at Astoria Friday—High, 8:56 a. m., 5.8 feet; low, 2:28 p. m., 0.9 foot; 2 p. m., 3.6 feet.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive.

Arabia, orient	Aug. 8
Breakwater, Coos Bay	Aug. 9
Eureka, Eureka and Coos	Aug. 10
Rose City, San Francisco	Aug. 11
Roanoke, San Pedro and way	Aug. 11
Alliance, Coos Bay	Aug. 12
Homer, San Francisco	Aug. 12
State, San Francisco	Aug. 18
Alesia, orient	Sept. 1
Numantia, orient	Sept. 15
Nicomedia, orient	Oct. 1

Regular Liners to Depart.

G. W. Elder, San Pedro	Aug. 6
State, San Francisco	Aug. 8
Alliance, Coos Bay	Aug. 8
Eureka, Eureka and Coos	Aug. 11
Breakwater, Coos Bay	Aug. 12
Roanoke, San Pedro and way	Aug. 13
Arabia, orient	Aug. 15
Rose City, San Francisco	Aug. 15
Homer, San Francisco	Aug. 16
Alesia, orient	Sept. 15
Numantia, orient	Oct. 1
Nicomedia, orient	Oct. 15

Vessels in Port.

Broderick Castle, Br. sh	Drydock
Largiemore, Br. sh	Banfield
Crown of India, Br. sh	Columbia 1
Leyland Bros., Br. sh	Drydock
Donna Francesca, Br. bk	Astoria
Ancalos, Br. ship	Linnton
Churchill, Am. sch	Astoria
Echo, Am. bktn	Astoria
Kelvern, Br. bk	Astoria
Asgard, Nor. sh	Madison street
Alvena, Am. sch	Astoria
Albert Rickmers, Ger. bk	O. W. P.
Virginia, Am. sch	Knappton
Sark Nor. ss	Tongue Point
Ilford, Br. ss	Inman-Poulsen
Eugenie Fautrel, Fr. bk	Mersey
Eva, Gr. ss	Portland Lumber Co.
W. F. Jewett, Am. sch	Astoria
Yellowstone, Am. sch	St. Helens
Bucrania, Br. ss	Drydock
Geo. W. Elder, Am. ss	Martin's
State of California, Am. ss	Ainsworth
Alliance, Am. ss	Couch street
F. S. Loop, Am. ss	Oak street
M. S. Dollar, Br. ss	Linnton
Roderick Dhu, Am. barge	Portsmouth

En Route to Load Lumber.

Alumna, Am. sch	Kahului
Behome, Am. sch	La Boca
Wrestler, Am. bktn	Guaymas
Mabel Gale, Am. sch	San Francisco
Oliver J. Olson, Am. sch	San Pedro
Fairhaven, Am. ss	San Francisco
Amaranth, Am. bktn	San Francisco
Tiverton, Am. ss	San Francisco
Koko Head, Am. bktn	Yokohama
R. D. Inman, Am. ss	San Francisco
Puako, Am. bktn	Santa Rosalia
Annie Smale, Am. sch	Makawell

En Route With Cement and General.

Aberfoyle, Br. sh	Antwerp
Bidart, Fr. bk	Antwerp
Clan Graham, Br. sh	Cardiff
Vincennes, Br. sh	Antwerp
Gael, Fr. bk	London
Neatsfields, Br. sh	Hamburg
David de Anjers, Fr. sh	Antwerp
Brabloch, Br. bk	Antwerp
Killoran, Br. sh	Antwerp
Joinville, Fr. bk	Antwerp
Carmanian, Br. bk	Hamburg
Rochambeau, Fr. bk	Leith
Gulf Stream, Br. bk	Antwerp
Alice, Fr. bk	London
Eugene Schneider, Fr. bk	Antwerp
La Tour de Auvergne, Fr. bk	Antwerp
Armen, Fr. bk	Dublin

Coal Ships En Route.

La Roche Jacquelin, Fr. bk	Newcastle, A.
Fifeshire, Br. bk	Newcastle, A.
Bossuet, Fr. bk	Newcastle, A.
Torrisdale, Br. sh	Newcastle, A

Tramp Steamers En Route.

Taunton, Br. ss	Guaymas
Strathfillan, Br. ss	Batavia
Craghall, Br. ss	San Francisco
Radames, Ger. ss	Puget sound
Strathlyon, Br. ss	San Francisco
M. S. Dollar, Am. ss	San Francisco
Guernsey, Nor. ss	Shanghai
Assuan, Ger. ss	San Francisco
Boveric, Br. ss	San Francisco
Westminster, Br. ss	Japan
Janeta, Br. ss	San Francisco

En Route in Ballast to Load Grain.

Port Crawford, Br. sh	Callao
River Falloch, Br. bk	Callao
Oregon, Ger. sh	Yokohama
Gen. Faidherbe, Fr. bk	Yokohama
Henrietta, Ger. sh	West coast
Aster, Ger. bk	Valparaiso
Marechal de Noailles, Fr. bk	West coast
Homeward Bound, Am. bk	Vancouver, B. C.
Le Peller, Fr. bk	Hobart
Sainte Anne, Fr. bk	Newcastle, N. S. W.
Andorinha, Br. bk	Iquique
Lydgate, Br. bk	Santa Rosalia
Vigo, Nor. sh	Mejillones
Deadamona, Br. sh	Callao
Cornil Bart, Fr. bk	Newcastle, N. S. W.
Sully, Fr. bk	Antwerp
Crillon, Fr. bk	Antwerp
Genevieve Molinos, Fr. bk	Hobart
Dagfild, Nor. bk	Caldera
Nuleilly, Fr. bk	Hobart
Leon Blum, Fr. bk	Hobart
Michelet, Fr. bk	Hiogo
Finland, Rus. sh	Guayaquil
Magdalena, Ger. bk	Acapulco
Alexander Isenberg, Ger. bk	Honolulu

Why We Should Eat U. S. Government Inspected Meat

In the Summer one needs the maximum food values with little bulk—pure meat gives it.

Any food that does not digest is injurious. Made dishes are often indigestible. Pure meat is easily digested.

Your body needs real nourishment for brain, muscles and steady nerves. Pure meat supplies it.

The greatest nations of the world are the meat-eating nations. The greatest men are meat-eaters.

You can get meat that is stamped with the Government's stamp of healthfulness—"U. S. INSPECTED AND PASSED, 138." See that your meat bears this stamp.

It pleases the palate and strengthens the system at the same time. It is toothsome, nutritious, and all satisfying.

UNION MEAT CO. PORTLAND OREGON

PIONEER PACKERS OF THE PACIFIC

60 YEARS NEAR CITY, NEVER IN IT

Linn County Woman Visits Portland First Time in Two Generations.

Mrs. Sarah Shelton Gaines, wife of John W. Gaines, has lived in Linn county since 1847 and today made her first visit to Portland. John Gaines, who settled in Linn county in 1858, used to drive a team to Portland occasionally before the Oregon & California railroad was built, but he has not been a frequent visitor.

"Here is a man whose family pays more taxes than any other in Linn county," said Jefferson Myers, whose delight is to get hold of an old-time farmer in the city and give him a good time. Mr. Myers took John Gaines and his son, A. C., to luncheon at the Commercial club today and showed them through the wonderful new building.

The pioneer was surprised and delighted with some of the modern improvements and facilities. He has never had a razor on his face. He said his whiskers were put there by nature, and he thought a lot of them. He has always advised his sons never to shave.

"I crossed the plains when I was a 16-year-old boy, in 1852, and drove a team and some loose cows," Mr. Gaines said. "We went to Linn county. I have lived since 1858 on the place where I now stop. I am 72 years old. My wife has lived out there since 1847, but never had been to Portland until I brought her down yesterday. I told her we would just lay aside everything and go away and have a good time. I used to drive to Portland before the railroad was built."

Mr. Gaines believes in building stone culverts, and he is opposed to wooden bridges. He has some decided ideas about building public highways. It is said of him that he never passes along a road that he does not get off his horse or wagon and throw loose stones off of the highway.

Mr. and Mrs. Gaines are the parents of 12 children, and have reared nine and given each one a farm of from 160 to 320 acres. They still have a bit of land left, their home place being 500 acres. Their living children are Alvis Gaines, Yamhill county; Frank Gaines, Albany; Herman G., Lee J., and Jerrie W. Gaines, Linn county; Mrs. Eva Davenport, Mrs. Sarah Lever, Mrs. Ina Buhite, Linn county.

SISTERS STRIVE FOR SISTERS' PART

Division of Carr Will Not Satisfactory to Portion of Family.

Two sisters fighting two other sisters and a brother in a contest over the will of their mother is the unusual situation with which Judge Webster has to deal in the county court. The prize is the property left by Mrs. Bridget Carr, valued at $4,000. Her will gave only $5 to each of the two sisters who are contesting, Mrs. Elizabeth McIntyre and Mrs. Ellen E. Parker.

Mrs. McIntyre on the stand this morning said that for six or eight years before her death her mother would take the washings hung in the yards of her neighbors and bring them home, declaring that they were her own. She also said that her mother would run away from home unless watched, and that her father, who died some years ago, stayed at home part of the time to watch her. Mrs. Carr was 68 years old when she died, in December, 1902, and the will bears date 12 years earlier.

James B. Carr, a son, and Mrs. Rose A. Marshall, daughter, each receive half the real estate under the will, the property consisting of lot 7 in block 96 of the Couch addition. Mrs. Catherine Ellington, the other daughter, received only $5, just as the contestants did, but she is perfectly satisfied and has appeared as a witness for the contestees, refusing to join in the attack.

Mrs. Elsie M. Stanfield, Mrs. McIntyre and Mrs. Parker were on the witness stand for the contestants this morning, the proponents of the will having closed their case. The testimony was resumed this afternoon.

MINISTER'S LIFE IS THREATENED

Efforts of Rev. C. A. Housel to Enforce Prohibition Subject Him to Notewriter's Wrath.

(Special Dispatch to The Journal.)

Prineville, Or., Aug. 6.—Since the prohibition law went into effect the Methodist minister here, Rev. C. A. Housel, has been indefatigable in hunting for places in which he suspected liquors were being sold or disposed of, and this seems to have brought down on his head the wrath of a few suspects. An anonymous communication threatening him with dynamite was received by him a few days ago, and after the sheriff's office had examined the note it was turned over to the newspapers for publication. It said:

"Hobo Housel: Prineville has got rid of one bum, and if you don't attend to your own business it will move you. Dynamite is cheaper than property tax, so mind your own business."

Rev. J. T. Moore, the other "bum" mentioned, has gone to Tillamook to take charge of a pastorate, and has not yet seen the letter.

UMATILLA INDIANS ARE CONTENTED

Uncle Sam Has Paid Them $125,000 in the Past Twelve Months—Pendleton Benefited.

(Special Dispatch to The Journal.)

Pendleton, Or., Aug. 6.—During the past 12 months the sum of $125,000 has been paid to the 1,000 Indians of the Umatilla reservation. This amount has been paid in sums varying from $10 per capita per month to $500 each. Every man, woman and child has received in the neighborhood of $125 each.

All of this vast sum has been spent directly in the channels of trade in Pendleton and is one of the chief sources of business for the merchants of the city. But little dissatisfaction is found among the Indians, and the reservation is now in better condition than for years.

COLORED MAN WAS SELLING CHINK SLIPS

Patrolman Craddock made four incursions into the Golden West, the hotel at Seventh and Everett, which has given the police much trouble, yesterday afternoon and at last he caught the man he was seeking. J. M. Johnson, a colored vender of Chinese lottery tickets. The negro had the tickets in his pocket and was doing a thriving business. He was fined $15 in the police court today.

INCREASE DUES IN COMMERCIAL CLUB

Again a proposition is before the members of the Portland Commercial club to increase the monthly dues. The board of governors have issued a circular letter to each member advising him as to the financial condition, and asking his expression of opinion as to the wisdom of changing the dues from $2.50 to $4 per month.

It is said the usual dues in similar clubs over the country are $60 per year, but that the Commercial club can get along nicely on $4 per month owing to its large membership, now approximately 1,400. It is stated in the circular that heavier expenses than expected were incurred in the furnishing of the club's new quarters and that only a few members had shown interest in the financing of the building or taken any of the bonds. The few who had taken bonds were called upon to assume liability for the new furnishings, amounting to about $38,000, and the loyal few gave their notes for the amount of the shortage. These notes are due and will be paid, but the management desires to provide some way for repayment of the loan. It is said by raising the dues a revenue of nearly $2,000 per month can be raised and it is proposed that such increase be made temporarily, at least, until the deficit is covered.

Nurses' Fund Lacks Little

Just a few more $10 contributions, and the fund to build a nurses' rest cottage at the Open Air sanatorium will be raised to assure the building of a cottage which will be of so much service to the tired members of the State nurses' association:

H. C. Leonard	$200
Ore. Nurses' State Assn.	50
Mrs. Ott's collections	50
Eastern & Western Lumber Co.	25
The Journal	10
C. S. Jackson	10
F. W. Mulkey	10
J. N. Teal	10
Miss Etta Morris	10
W. H. Hurlburt	10
George W. Bates	10
Dr. George Wilson	10
G. W. Gates	10
John Vogt	10
F. S. Stanley	10
Russell Hawkins	10
C. E. Curry	10
Mrs. C. E. Curry	10
C. F. Adams	10
James McCraken	10
Wilbur Coman	10
Arthur Finley	10
Thomas Kerr	10
S. B. Linthicum	10
Dr. H. W. Coe	10
J. C. Ainsworth	10
Dr. J. R. Coghlan	10
John C. Lewis	10
Thomas McGrath	10
Oscar Huber	10
T. Scott Brooke	10
Mrs. Clarence Nichols	10
J. P. Finley	10
W. M. Ladd	10
A. H. Devers	10
Robert Smith	10
Edward Shevelin	10
Frank Towle	10
S. Frank	10
T. B. Wilcox	10
L. A. Patterson	10
H. C. Bowers	10
F. H. Ransome	10
L. Samuel	10
Dr. E. A. Rockey	10
Ralph Hoyt	10
Ben Selling	10
R. S. Josselyn	10
Norman Lang	10
Allen & Lewis	10
Edward Holman	10
Dr. R. C. Coffey	10
Drs. A. S. & E. A. Brown	10
Mrs. Arthur W. Chance	10
J. W. Ladd	5
W. H. Wells	6
W. F. Woodard	5
Pacific Paper Co.	6
Total	$845

Drove Wagon Over Hose.

The fire department this morning obtained the arrest of Ralph Van Nortwick, who is charged with driving over a fire hose and thus impeding the work of the firemen at a recent fire. Van Nortwick put up $20 bail.

BABY MORPHINE FIENDS

are made by all soothing syrups and baby medicines that contain opium and narcotics. McGee's Baby Elixir contains no injurious or narcotic drugs of any kind. A sure and safe cure for disordered stomachs, bowels and fretfulness—splendid for teething infants. Sold by Skidmore Drug company.

Diamond House Paint

GUARANTEED

5 gallon lots, $1.40 per gal.
1 gallon lots, $1.50 per gal.

Manufactured by

PORTLAND SASH & DOOR CO.

230 Front St., Portland, Or.

Every Woman

is interested and should know about the wonderful MARVEL Whirling Spray. The new Vaginal Syringe. Injection and Suction. Best—Safest—Most Convenient. Is 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 Laue-Davis Drug Co.—4 Stores.

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 Pekin, 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., 161½ First St., Cor. Morrison, Portland, Oregon.

Please Mention This Paper.

WEAK MEN

You Need Not Pay Any Doctor An Exorbitant or Fancy Price for Treatment When I Offer You a Thorough and Permanent Cure for the Moderate Fee of

$10.00

IN ANY UNCOMPLICATED CASE.

DR. TAYLOR, The Leading Specialist.

I have a quick and absolutely certain system of treating the cases I undertake which positively insures the cure in less than half the time called for by methods used in ordinary practice.

Those in any trouble suffering from VARICOCELE, HYDROCELE, BLOOD POISON, or any other disease tending to destroy and disfigure and to render happiness impossible are urged to call upon me without delay. Those wasting valuable time dissipating their money and aggravating their ailment by submitting to indirect, ineffectual, unscientific treatment that never did and never can cure, are invited to visit me and investigate my successful system. I positively guarantee results in all curable cases and frankly refuse to accept any other class if for any reason it is too late to guarantee a cure.

DON'T DELAY TREATMENT

Many a man suffering right on the verge of nervous ruin, attempts to cure himself with some patent medicine, and advertised "Tonic" or a private formula he has heard about. Ofttimes he tries a drug-store treatment, or he experiments with such worthless devices as electric belts, or some other electrical device which almost invariably tear down instead of building up.

HEED MY WARNING

My heart is filled with compassion for the man who is thus misled until his ailment has progressed beyond the limits of medical aid. thousands of men are thus rendered hopeless wrecks, who, IF THEY HAD COME TO ME IN THE FIRST PLACE, would today be strong, hearty men, happy in the consciousness of manly vigor. I want this warning to ring in the ears of every ailing man. STOMACH-DRUGGING WILL NOT CURE YOU! ELECTRIC BELTS ARE DANGEROUS MAKESHIFTS. ORDINARY MEDICAL PRACTICE IS OF NO AVAIL. Only individual treatment of soothing, healing medicines, applied to the seat of the disease by a direct method that takes into account your entire physical condition and that provides for any complition that may exist, can ever cure you and permanently restore to you the vigor and buoyancy of perfect health. Such a treatment I have.

EXAMINATION FREE

I offer not only FREE Consultation and Advice, but of every case that comes to me I will make a Careful Examination and Diagnosis without charge. No ailing man should neglect this opportunity to get expert opinion about his trouble.

If you cannot call, write for Diagnosis Chart. My offices are open all day from 9 a. m. to 9 p. m., and Sundays from 10 to 1.

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SPIRIT BRIEFS "DINKY" EPISTLES

Members of the Oregon State Spiritualists' association who gathered in Circuit Judge Cleland's courtroom this morning to witness another round in the suit brought by Rev. Green C. Love against Sophia Seip to oust her from the office of president, were provided with a long entertainment by the attorneys.

They also heard the attorney for Mrs. Seip and for the secretary, Lou Ellen Cornell, refer to their organization as a "dinky" association, and to the petition that had been filed as a "dinky" petition. He said he had been spending the summer in pursuing intangible things, and that the whole case involved only an intangible nothing. The petition he referred to was one that required the secretary to show cause why she should not turn over to the clerk of the court all money, records, books, letters and other spirit junk received in the course of her duties.

Judge Cleland finally struck the petition a fatal blow by dismissing it. Then the attorney representing the Love side secured an order of execution against Lou Ellen Cornell. With this he intends to firmly and forever eject her from office.

ICE WAGON DRIVER TAKEN TO COOLER

John Taggart, a driver for the Diamond Ice company, was arrested by Humane Officer Crate this morning for cruelty to animals. Crate saw Taggart driving a horse which had two huge galls on his shoulder and was otherwise unfitted for work.