14

THE MORNING OREGONIAN, FRIDAY, APRIL 3, 1903.

Rock Island Road Adds More "Outside Men."

EASTERN LINES ADD TO STAFFS

Agents Say Movement Is for Parpos of Fighting Merger Companies for Traffic, Which They Say Goes to the Burlington Principally.

The Rock Island yesterday added Louis Reu to its staff of "outside men" in this city. The Wisconsin Central intends to add another outside man within a day or add another outside man winn a day of two, and all the other Eastern lines are how represented in Portland to an ex-test never known before. The agents in charge of the offices give the general ex-planation that the increase in their forces is due to big gains in business, but among railroad men there is another feeling showing

showing. It is believed by railroad men that the Eastern lines are increasing their forces for the purpose of fighting the merger lines on Eastern business. Of course, this is not the only reason for the change, but it is held to be the principal one. There is a strong complaint urged against the policy of the merger lines in routing Eastern business over the Bur-lington. The Union Pacific has long fa-vored the Northwestern, and the outside lines, through their representatives, claim nes, through their representatives, claim the only chance they have for Western husiness is through a hard, organized jight. This, they intimate, is the real rea-son for the recent increases in the numof outside men employed by the a represented in the Northwest.

The increase in representation in the Northwest has been gaining steadily since the railroads announced the policy of doing away with commissions a few years ago. Theretofore the general agents reaped a harvest through their work of routing passengers and freight over conrouting parsengers and freque over con-necting lines, but after the general agree-ment was promulgated the Eastern lines began to increase their agencies on the Coast and to make their own fight for business. The merger followed, and this, railroad men insist, has decreased the nces of Eastern lines for local busi-

Among the railroad men connected with the transcontinental systems little credence is given the report that the mer-ger lines have refused to give the East-ern connecting systems a fair show for all business. They hold the field is open and no discrimination is or will be shown. and no discrimination is or will be shown. The representatives of the lines that run out of St. Paul and Chicago tell a dif-ferent story. They hold they are com-pelled to make an unusually hard fight for truffle, or the Coast lines will throw the balance of trade against them. For that reason they insist the policy of in-creasing the number of "outside men," and addue to the total number of area. and adding to the total number of agen-

cles maintained will continue. The appointment of Mr. Rau by the Rock Island sorprised some of the rali-road men. They had believed the road had all the men in this city that the traffic warranted, and the addition of a new fic warranted, and the addition of a new man is held to mean a fight for business along new lines. Mr. Rau has been con-nected with public affairs for several years, and, while he is not a railroad man, he has a large number of friends and strong connections that have created considerable interest in his work,

WILL MAKE NO REVISION.

Time Card of O. R. & N. Is Satisfac. tory-No Change Before May.

The Oregon Railroad & Navigation Company has anadoned-temporarily, at least-all talk of a revision of the time card during the coming Summer. Though there has been some preliminary work done by railroad officials, the card has seen put away, and for the present there dll be no change in the running time of he O. R. & N. and Union Pacific trains. The talk of a new time card has been based principally upon the fact that the Union Pacific and Oregon Short Line has made poor connections with the O. R. & N. The road east of Huntington has not been operated as near the time card as the western end of the system. There

ing a very severe illness in 1885, at a time when he was not expected to survive. F. B. Clarke was appointed to succeed Mr. Hillend as traffic manager. When Mr. Hil-land surprised his friends and attending physicians by recovering, his position was gone, but the road created a vacancy in the position of general freight agent for him **FICHT FOR BUSINESS**

This did not suit Mr. Hiland's friends, This did not suit Mr. Hiland's friends, and it was not agreeable to him. As a result he was elected chairman of the Missouri Valley Passenger Association, with headquarters at St. Louis. In 1887 he was made chairman of the Minneapolis Millers' Association at a salary of \$50,000 per annum, and when that organization went out of existence, about a year and a half later, he was made Southwestern associations for the Obleane. Milwankes & St. a half later, he was made Southwestern agent for the Chicago, Milwaukes & St. Paul, with headquarters at Kansas City. This is a position he held for nearly ten years. Three years ago he was made traffic manager for the company, and has now been promoted to become third vice-yresident. The office of traffic manager is abolished, Mr. Hiland continuing to at-tend to the duties of this office in connec-tion with the work in his new position.

POLITICIANS MUST PAY. Transportatio Beyond State Free

Boundaries Is Barred.

Politicians have finally received definite notice that the provisions of the Elkins bill will be observed by all railroads. This means that no transportation will be granted in return for political favors out-side the state within which the politician applying for the same resides. There is a consensus of opinion among

There is a consensus of opinion among attorneys representing the Northwest roads that nothing in the Elkins bill pro-hibits the granting of political transpor-tation within the state where the favored politicians reside. But it is also held that none of the roads is permitted to give general transportation without endanger-ing the officers to a term of imprison-ment.

This interpretation of the law has been applied within the past few days in cases where the railroads would have been glad to have stretched a point. The roads have turned down some of the most im-portant politicians of the States of Washington and Oregon in their applications for general transportation. According to the railroad attorneys' rui-ings there is no obstacle in the way of

granting transportation to actual ployes of the road, and this has been done in a few cases. But the politicians who have aided the railroads in the past and who are asking for continued favors are who are asking for continued favors are not in a position where they can dsmand their favors as employes. As a result they are shut out. Apparently there is no question but that the railroads intend to adhree to the pro-

visions of the Eikins bill without any dis crimination. They insist that the poli-ticians must abide by the results of the action of Congress, as well as the ship-pers and other railroad patrons.

While the Northwest roads will not authorize the statement, there is little doubt but that they have halled the Elkins bill with delight, for they have been com-pelled in the past to grant transportation to a large number of persons whom they believed should have paid fare. They never had any real desire to do so, but could not draw a line that could be main-tained. Under the new law all persons can be placed under the same list, and though in some cases it hurts the roads to refuse transportation, in general it is regarded as an advantageous move.

Of course it is possible, under the circumstances, to give free tickets to friends of the road. This may even be done in some circumstances, as the only thing inolved in such a policy is a question of ookkeeping. But the danger that would follow a general adoption of this plan is so great that it is not likely to be folowed in many cases. Some of the politicians whom the rail-

roads are anxious to keep in line have been turned down within the past few days, and this probably means that the smaller iry will not receive much considcration.

Opinions on the law, together with the Interpretation given by the Interstate Commerce Commission, have been re-ceived at local offices during the past few days. These indications of the law's purport will be followed as closely as pos-

WANT BETTER REPRESENTATION. Lines East of Chicago Casting About

for Headquarters Here. The lines east of Chicago are taking steps to become better represented in the Northwest. Most of these lines are al-Northwest: ready represented here by general freight and passenger agents, and the remain-der are casting about for headquarters. Portland is apparently the point that is generally accepted by railroad men as the center of the business for Northwestern most of Lower California has been made. points. Practically all of the Eastern lines are represented here now, and the steps taken by others look toward the establishment of headquarters in this city

presently the whole force went to work on her farm of 40 acres of land, 15 of which are under cultivation. Her neighbors had learned that she was

Her neighbors had learned that she was unable to get her ground plowed and seed-ed, and they entered in an arrangement to do the work for her graffs. Under the direction of Charles Moll, they plowed up about 15 acres of land, planted potatoes, grass seed, cais, plowed up the orchard. Before the close of the day they had put in her entire crop, and it had not cost her a cent. The party brought their own luncheon, so they did not "sat the widow out of house and home" before they were through with the job. Mrs. Strick was very grateful to her neighbors. Those who did the work were Charles Moll, Mr. Busford, Mr. Poulsen, A. L. Strickrott, A. Bruckman, George Bruckman, Dell Moll, Charles Hasler, Miss Bruckman, Mrs. Charles Moll, Mrs. Rusford and Miss E. Moll assisted in pre-paring the dinner. J. B. Deardorff, who would not the the next the potential paring the dinner. J. B. Deardorff, who could not be there, provided seed pota-tors. The men who did the work said they never enjoyed a day's work more than they did that one.

FRUFT MEN FIGHT RAILROADS. Interstate Commission Will Investi-

gate Pooling in California.

SAN FRANCISCO, April 1-The Inter-state Commerce Commission is coming to this state, and on next Tuesday will begin this state, and on next Tuesday will begin its session in Los Angeles. The main matter to be investigated is the alleged pooling arrangement between the Southern Pacific and Santa Fe Railroad Companies, which, it is charged, divided the California traffic, to the disadvantage of shippers. The Southern California Fruit Exchange and certain other big shippers of citrus fruits, who are represented in a company known as the Consolidated Forwarding Company, are the plaintiffs in the action. Company, are the plaintiffs in the action, and both the Southern Pacific and Santa Fe are made defendants. Just what effect the formation of the

hipping combine in Southern California will have on the case before the commis-tion is a matter that is causing quite a little speculation at present, says the Chronicle. The combine effected by Presi-dent A. H. Naftzger, of the Southern Cali-fornia Fruit Exchange, whereby all of the citrus fruit shipping interests in the state have been consultated in one bits economic have been consolidated in one big corpora-tion, is a new factor in the situation and one which the railroads will have to take into consideration.

It is believed by some that the power which Naftager will now wield as the absolute dictator of the shipping interests will enable him to enforce some of the demands for which shippers have been contending for several years,

SNOW IS ALL GONE.

Southern Pacific Lines Between Port land and 'Frisco All Clear, Officials of the Southern Pacific an

nounce that all the snow in the moun-tains on the line between Portland and Ban Francisco has gone off. The snow-fail during the last Winter was lighter than usual, and it melted during the past few weeks. There is rarely any dauger of floods

There is rarely any cauger of moois on the Southern Facific any later than February, and practically no damage was done this year during that month. The operation of trains has not been attended by any special trouble, and the disappearance of all snow on the line in-dicates that the system will be kept clear.

A large force of men is employed on the Oregon lines of the Southern Pacific, making extensive improvements to the roadbed, and it is expected the line will be got into first-class condition. Ulti-mately it is the plan of the company to shorten the time between Portland and San Francisco, and the improvements to the roadbed are directed toward that end.

THROUGH LOWER CALIFORNIA. Mexico Offers Harriman Terms for

Railroad. SAN FRANCISCO, April 2-E. H. Harriman is to get a valuable land and cash concession from President Dias, of Mexi-co, on condition that he build a railroad in Lower California that shall extend its entire distance north and south and have a connection with the main line of the Southern Pacific in California, says the Examiner. A company will be shortly in-corporated in Mexico to build the proposed

The portion of the new road in this state will be known as the Gulf & Imperial Company. The latter is already building

P. M., smooth; wind north; weather cloudy, San Francisco, April 2-Arrivad-Schoons Irginia, from Portland. CHANGES IN THE TENDER han Francisco, April Z -Arrivad-Schooner Virginia, From Fortland. Yohohama, April Z - Arrived 1st - British teamer Indravelli, from Purtland. San Francisco, April Z - Arrived-Steamer Montars, from Seattle; schooser North Bend. from Coss Bay; steamer City of Pushin, from Victoria; steamer Chekalls, from Gray's Har-bot; schoomer Advises from Consults Harry

M'CRAKEN WILL BE READY FOR SERVICE NEXT WEEK.

Will Be Changed From Coal to Wood Burner-Vancouver Coast Wreckage.

The John McCraken, the tender of the Port of Portland dredge Columbia, has ar-rived up and is lying at the foot of Couch street, where a little work is to be done on her yet before she is ready to go into service. As the builders turned her out, she was fitted for coal burning, but a new grate will be put in to allow her to use wood fuel, such as is burned on the dredge. The derrick is to be fitted with slocks and tackle and the galley fitted up.

MUST KEEP OUT OF RANGE.

Danger Zone Established at Esquimalt Harbor,

An order in council has been issued by Deputy Minister of Marine Gourdeau, of Ottawa, Canada, warning mariners not to auchor their craft in range of the big guns at the entrance of Esquimait Harbor. Collector of Customs Patterson has received a copy, which reads as fol-0%8

"Whereas, It is considered necessary to

"Whereas, It is considered necessary to set apart a portion of Esquimalt road-stead in order to enable the Imperial Ar-tillery to practice with the heavy guns protecting Esquimalt Harbor; "Therefore, the Governor-General in Council is pleased to order that the rules and regulations for the government of ports as established by the order in council of the 12th June, 1859, shall be and the same are hereby further amended by add-ing to section 3, which was made and ing to section 37, which was made and established by the order in council of the 36 April, 1894, the following sub-section: "Section 37 (b). For the purpose of al-

Section 37 (5), For the purpose of al-lowing a clear space to practice the heavy guns established on Rodd Hill and in His Majesty's dockyard at the entrance to Esquimalt Harbor, Vancouver Island, British Columbia, vessels arriving in Royal Roads, between the 15th May and the 15th September in each year, must anchor to the westward of a line drawn from Dunize Head to Race Rocks lighthouse, and not less than one nautical mile distant from Duntze Head. Vessels an-chored to the eastward of this limit will be given 24 hours' notice to move out of the danger zone, and any charges incurred in noving such vessel shall be borne by the

"This order must be observed by all

MAY BE THE ANCONA. Wreekage Found On Vancouver Is-

land Coast. VICTORIA, B. C., April 2.-Further evi-lence of disaster having befallen one of the lumber carriers from Puget Sound was received from the ships Rahane and In-vermark, which arrived yesterday, the former from Liverpool and the latter from Callas. A few days ago news was given

Callao. A few days ago news was given of the finding of new lumber and the stern of a ship's boat marked "Liverpool"

stern of a ship's boat marked "Liverpool" on the Vancouver Island coast. Now, ac-cording, to the reports received by the Rahane and Invermark, a quantity of wreckage and new lumber is drifting southwest of Cape Flattery. Captain Scott, of the Rahane, said: "We passed a quantity of wreckage. It included the mast-partners of some sailing vessel, several spars with bolts attached a beam and a small amount of lumber it was sighted about 150 mlies southwest It was sighted about 150 miles southwest of Flattery."

It was within a few miles of this that the Invermark sighted a quantity of new lumber. No clue can be obtained as to what vessel this wreckage is from, but it a road from Old Beach, a station on the Southern Pacific main line in the Colora-do desert, south to the Colorado River, a distance of 40 miles. Twenty-eight miles of this line is now completed. The remain-hour on March 10. what vessel this wreckage is from, but it

STRANGER THAN FICTION. edy Which Has Revolution

ised the Treatment of Stomach Troubles. remedy is not healded as a wor The

derful discovery nor yet a secret patent medicine, neither is it claimed to cure anything except dyspepsia, indigestion and stomach troubles with which nine out

Victoria: steamer Chehalls, from Gray's Har-bor: schoumer Advaises, from Coquille River; steamer G. C. Lindauer, from Gray's Harbor; larkentine Skagit, from Port Gamhle: schooner Jessia Miner, from Coos Bay; schooner Ivz, from Coos Bay; schooner Repeal, from Coos Bay, schooner Gaward, from Coguille. Salled-Steame: Chinega, for Concor, steamer Chilkat, for Ketchikan; steamer Columbia, for Port-land; steamer Aberdeen, for Willaga Harbor. Möß, April 1.-Passed-Indgaamha, from Hong Kong for Portland, Or. Teneriffe, April 1.-Salled-Herodot, for San Franciaco; Sessettic, for San Francisco. and stomach troubles with which nine out of ten suffer. The remedy is in the form of pleasant-tasting tablets or lozenges, containing vegetable and fruit essences, pure as-optic pepsin (Government test.) golden seal and diastaste. The tablets are sold by druggists under the name of Stuart's Dyspepsin Tablets. Many interesting ex-periments to test the digestive power of Stuart's Tablets show that one grain of the active principal contained in them is the active principal contained in them is sufficient to thoroughly digest 5000 grains of raw meat, eggs and other wholesome Francisco. Hull, April 2. - Passed - Norwegian, from Portiand for Giasguw. Lizard, April 2. - Passed - Assyria, from Phil-adelphia for Hamburg. Messin, April 2. - Arrived-Victoria, from Al-ezandria, on a cruise.

Stuart's Tablets do not act upon the bowels like after dinner pills and cheap cathartics, which simply irritate and in-flame the intestines without having any effect whatever in digesting food or curing indigestion.

If the stomach can be rested and as-sisted in the work of digestion it will very soon recover its normal vigor, as no organ is su much abused and overworked as the stomach.

This is the secret, if there is any secret, of the remarkable success of Stuart's Dyspepsia Tablets, a remedy practically unknown a few years ago and now the most widely known of any treatm

San Pelro. Ville France, April 2. - Arrived - Kaiserin Maria Theresa, from Jaffa and Naples for New York (returning from Orient cruise). Antwerp, April 2. - Sailed - Rhynland, for Philadelphia. stomach weakness. This success has been secured entirely upon its merits as a digestive pure and simple because there can be no stomach simple because there can be no stomach trouble if the food is promptly digested. Stuart's Dyspepsin Tablets act entirely on the food eaten, digesting it completely, so that it can be assimilated into blood, herve and tissue. They cure dyspepsia, Philadelphia. Seattle, April 2.-Arrived-Steamer Dolphin, from Skagway: steamer Shawmut, from Ta-coma. Salled-Steamer Edith, for San Fran-cisco; steamer Spokane, for Skagway. nerve and tissue. They cure dyspepsia, water brash, sour stomach, gas and bloating after meals, because they fur-nish the digestive power which weak stomachs lack and unless that lack is supplied it is useless to attempt to cure by the use of "tonics," "pills" and ca-thartics which have absolutely no diges-AN ILLUSTRIOUS ENTENTE Colorado to Be Scene of Most Edity-

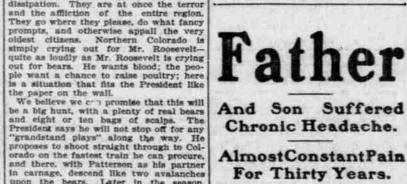
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onstrate their merit better than any other

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Cured Me.

There is nothing so good in cases of chronic headache as Dr. Miles' Nervine. It restores the disordered nerves to their nor-mal condition and banishes headache forever restores the disordered nerves to their nor-mal condition and banishes headache forever "My trouble was headache, chronic so as to be almost continual. I had been in this condition ever since I could remember and I am now forty-serven years old. My father was a great sufferer from the same complaint and my son has shown signs of similar affec-tion. When the attacks would appear, my stomach would often become affected and I would grow disty and faint and often had to quit my work and lie down. I am a sta-bio and the stacks would appear, my stomary engineer and found it hard to hold a place with such a heavy handicap. About six years ago I began taking Dr. Miles' Re-storative Nervine and since that time I have used in all, fourteen bottles. The number of bottles taken was not really required as I think the cure was completely effected after taking the second bottle. Having scarcely seen the time in thirty years I was here from headache, I could not believe the perma-nent cure to be made so soon, so I continued the use until I was thoroughly convinced. Six persons to whom I have recommended the remedy have experienced equally graitiying results, the only difference between their coubie cured--EDGAR W. WILSON, Alcott, Colorado.

"grandstand plays" along the way. He proposes to shoot straight through to Col-orado on the fastest train he can procure and there, with Patterson as his partner in carnage, descend like two avalanches

upon the bears. Later in the senson, when he attends the dedication ceremo-nies of the St. Louis fair, he will make a Dr. Miles' Nervine Has

son is the harmonious purpose to kill, shughter and generally exterminate the same. Mr. Patterson has convinced the President that, in ridding the Colorado rural districts of bears he will bestow rural districts of bears he will bestow great benefits upon the state, while sur-feiting his appetite for bloody conflict with eavage and carnivorous beasts. The Senator, in fact, has unfolded a tale calculated to melt the tough-est heart. He has told Mr. Roose-velt that the northern part of Colorado is fairly overrun by bears; that bears pre-vall everywhere in large and devastating numbers; they provid about with the ut-Radway's Ready Relief cures the worst pains in from one to twenty minutes. For Head-sche (whather sick or nervous), Toothache, Neuralgia, Rieumstiam, Lambago, pains and weakness in the back, spike or kidneys, pains numbers; they prowl about with the ut most impudence, drinking whisky, eating up rabbits and chickens, even slapping goats and hogs in the wild exuberance of distance. BE SURE TO GET RADWAT'S.

We hall with patriotic joy the rap-prochement of President Roosevelt and the junior Senator from Colorado. It is the junior Senator from Colorado. It is a psychological conjunction. The Presi-dent and Mr. Patterson are wide apart on every issue of politics and statesman-ship. Mr. Patterson has been quite as active and almost as frequent as Mr. Carmack in opposition to the Adminis-tration's Philippine policy. He disagrees with the President as to finance, the tariff and all other burning questions of the day. But the two have met upon a argument.

Francisco; Sessetris, for San Francisco. Genoa, March 30.-Salled-Denderas, for San

ing Psychological Conjunction.

Washington Post.

the day. But the two have met upon a common ground at last-the ground of bears-and the entents may be said to be

Speaking of this reseate consummation,

we should explain that the bears referred to are residents of Colorado, and the tie that binds the President to Mr. Patter-

complete.

has been considerable talk to the effect that the time card would have to be re-vised in order that Union Pacific trains ould make good with their schedules. The showing of the past few days demon-strates that during the Summer at least the card can be made effective. An effort to make better connection and

better time for the Spokane train has been expected from O. R. & N. officials nothing has been done in this mat-The railroad officials are unable to take any steps until the castern time card of the road is changed. The Spokane train now leaves Portland at 6 P. M. While there has been no complaint regarding this leaving time from patrons of the system, the railroad officials them selves have believed an improvement

If a change in the time card of the O. R. & N. is to be made, it will not con until May. Hy that time the railroad of-ficials will be able to tell positively wheth-er there is a likelihood of maintaining better time throughout the Summer an

son. When this question is answered the time-card problem will be met. The Northern Pacific has alrendy an-nounced an intention of making very few changes. The trains might be shifted so as to make an hour or two's difference in their ranning in and out of Portland, Be-yond such a modification of the time card no change by the Northern Pacific is

The Southern Pacific will probably not attempt any change in running time this Summer. The present time card is re-garded as satisfactory by the officials of the line, and, moreover, the question of forrying between Benicia and Port Costa is an obstacle in the way of making changes.

The time card must be so arranged that all trains can be handled, and the San Francisco-Portland line will be allowed continue as it is unless the Eastern schedules are revised.

On the whole, there is less likelthood of a general change in time schedules this Summer than at any previous sea-

The O. R. & N. has sent out a large crew of workmen to make general repairs to its system. The men are engaged in repairing the tracks and in replacing the old bridges. As rapidly as possible the company is putting in steel bridges fo take the places of the wooden structures that have done service for several years. This work has just commenced, and will be continued during the entire Summer. The other roads will follow this practice.

HILAND'S PROMOTION FOPULAR.

Becomes Third Vice-President of Chicago, Milwankee & St. Paul.

The promotion of "Jim" Hiland to be-come third vice-president of the Chicago, Milwankee & St. Paul, with the duties of traffic manager, which has just been an-nounced, has been received with favor in Portland. Mr. Hiland is one of the most popular railroad men in the country, and he has a number of friends in Portland. He has been connected with the Milwau-kee for about fifteen years, and has oc-cupied executive positions with American railroad lines for more than a score of

YEARS. Mr. Hiland was made general traffic manager for the Chicago, St. Paul, Min-neapolts & Omaha in 1882, and held that Mr. Hiland was made general traffic anager for the Chicugo, St. Paul, Min-espolis & Omahs in 1852, and held that osfilion for more than three years. Dur-ing of March E. They greated her, and properties.

H. E. Dering, assistant general passes n. E. Dering, assistant general pamen-ger agent of the Pennsylvania, has been in Portland for several days. It is expected by local railroad men that he will put in a general agent of the system he represents. A. S. J. Holt represents the company as general passenger agent at **Seattle** The Wahash system is to be represented

in the Northwest in the future by W. S. Coman as traveling passenger agent. Mr. Coman has been chief rate cierk in the passenger department of the O. R. & N. The Erie has established an agency in

Beattle which may look after the interests of the entire Northwest. The establishment of these new agencles gives the lines east of Chicago the following representation: Erie, W. F. Osborne, Seattle, freight agent, recently transferred from Meadville, Fa; Lako Shore, E. R. Ingersoll, North Pacific freight agent, Seattle; Michigan Central, H. C. Eckenberger, general agent, Port-land; Lehigh Valley, P. L. Sinclair, gen-

eral freight and passenger agent. Seattle and Portland: Empire Fast Preight Line. vacancy existing, M. Madieon having joined the Burlington; Pennsylvania, F. N. Kollock, general freight and passen-ger agent at Portland, A. J. Holt, freight and passenger agent at Seattle; Vander-bilt system, W. C. Seachrist, North Pablit Coast passenger agent, Portland. ciffe

VERY LITTLE CHANGE.

New Timecard of Northern Pacific Will Alter Present Schedule Little.

The proposed revision of the Northern Pacific timecard will not affect the bus-ness of Portland Willowslers to any material extent. It is proposed by the railroad officials to so revise the schedule that the trains running in and out of Fortland will adhere pretty closely to existing conditions.

"I do not believe there will be any marked change," deckred Assistant Gen-eral Passenger Agent A. D. Charlton, dis-cussing the Northern Pacific Summer timecard yesterday. "It is likely there will be some slight revision in order to meet Summer conditions, but this will conditions, but this not be serious. "At present Portland has a morning.

Attended and the second at the second second

running time of trains. I think I am per-fectly safe in saying there will be trains arriving and departing within an hour or so of the present achedule. This means Portland's interests will be fully protocted."

REMEMBERED THE WIDOW.

Farmers of Christilla Valley Put In Her Entire Crop in One Day.

Mrs. J. Strick, a widow with five small children, living in Christilla Valley, known as the Deardorff Scitiement, was

Change in Rock Island Office

NEW YORK, April 2.-At a meeting of the directors of the Chicago, Bock Island & Pacific Rallway Company held today, C. H. Warren was elected first vice-pres-C. H. Warren was elected first vice-pres-ident to succeed S. A. Parker, resigned. The resignations of J. M. Johnson as third vice-president, and F. E. Hayne as treasurer and assistant secretary were accepted. George H. Crosby, secretary, was elected treasurer to succeed Hayne and now holds the office of tre urer and secretary. C. F. Jlison was ned Mr pointed an assistant secretary and H. E. Yarnell assistant secretary and assistant treasurer with headquarters at Chicago.

Parker Takes a New Position,

DENVER, April 2.-Charles A. Parker left this afternoon for Chicago to tender his resignation to the executive officers of the Rock Island, the Santa Fe and the Burlington as chairman of the Colo-rado Rallroad Association. His resigna-tion has been handed in to the executive officers of the Denver & Filo Grande, the Colorado Southern and the Colorado Mid-land. Mr. Parker will become assistant traffic manager of the Colorado Fuel and Iron Company on May 1. His successor chairman of the Colorado Railroad As 17 38 ciation has not yet been na

Good Speed Through Tunnel.

NEW YORK, April 2.—At the bearing of the question of the necessity of the proposed Pennsylvania Railroad tunnel under the North River today, President Baidwin, of the Long Island Railroad Company, said: "It would be perfectly feasible, when this tunnel is completed, the company passengers from the heart of to carry passengers from the heart of New York to the heart of Poiladelphia in 96 minutes.

Warren Is Vice-President.

NEW YORK, April 2-At a meeting of the board of directors of the Choctaw, Oklahoma & Gulf Railroad Company held here today, C. H. Warren was elected first vice-president.

Closed Because of Funeral.

The general offices of the Oregon Rail-road & Navigation Company were closed at noon yesterday on account of the fu-neral of H. W. Corbett. For years Mr. oCrbett was a member of the board of directors of the O. R. & N. The mark of respect to his memory was observed by all the offices of the company's serv-

Railroad Notes.

William Harder, general agent for the Great Northern, has been visiting points from which his road is deriving support.

He is now believed to be in Astoria Assistant General Freight Agent S. G. Fulton, of the Northern Pacific, is ex-pected to return to his affice today or to-morrow. Mr. Fulton has been suffering from a severe attack of the grip, and has een detained at his home for several

days Charles H. Gleim, formerly with the Colorado & Midland, has been named to succeed A. Polson as agent for the Pacific Coast lines. Mr. Polson has been selected to succeed W. E. Pierce as general agent for the Pacific Coast Company's coal

hour on March 10,

Puget Sound,

Pulitzer Will Have Fresh Fish.

ASTORIA, Or., April 2.-(Special.)-The pliot schooner Joneph Pulitzer, which came inside last evening, is being provisioned and will go outside again in a few days. She will be equipped with a trawi, which will be used to keep the vessel supplied with fresh fish for the table. It is believed that a small trawil can be used to adverthat a small trawl can be used to advan tage by dragging it over the stern of the schooner, as it is known that many of the most edible fish are to be found off the mouth of the river.

Launch Chilkoot Measured.

ASTORIA, Or., April 2-(Special.)-The official measurement of the gasoline launch Chilkoot, being built by R. M. Leathers for the Pacific Packing & Navi-Leathers for the Packing & Navi-gation Company, was made by Deputy Collector McCue today. Her dimensions are: Length, 51 feet; beam, 11.4 feet; depth, 4.3 feet; tonnage, 14 tons gross, 10 tons net. She will be used as a tender for some of the company's canneries on Durest Sound

Tacoma Wheat Clearings.

TACOMA, April 2.-There were two clearances of wheat yesterday, the British bark Sofala, for Cape Town with 12337 bushels of wheat, and the British ship Penthesilia, for Australia, with 56,585 bush els of wheat and 2024 barrels of flour, mak-ing 72 cargoes for the grain year. The ing 72 cargoes for the grain year. The steamship Shawmut, which sailed today for the Orient, carried 44,250 barrels of flour from Tacoma.

Captain Wallace Is Improving.

ASTORIA, Or., April Z-(Special.)-Cap tain Wallace, of the American ship Berlin who was taken to the hospital last ever ing, suffering from a severe attack of heart disease, is slightly improved today, but his physician still considers his condition as dangerous.

Miler to Serve as Fort Tender. ASTORIA, Or., April 2.-(Special.)-The teamer Miler has been chartered to take

the place of the Government steamer Guy Howard as a tender to the forts about the mouth of the river until the latter has her storn bearings repaired.

Marine Notes.

Local United States Inspectors Edwards and Fuller yesterday inspected the steamer Winons.

The schooner Forest Home has b chartered by Eddy, Falk & Co. to load lumber here for Taku.

The Elder salled last night with 296 sacks of potatoes, 2059 sacks of flour and a large quantity of general merchandise. The steamer Ocklahama has arrived up with the British bark Pegasus. She will leave down today after the Alsternixe.

The Tillamook Lumber Company has chartered the schooner Antelope for the lumber trade between Tillamook and San Francisco. Captain Bjorengen will be in

Among the overdues the rate of reinsurince on the Du Couedic, now out 100 days for Sydney, was advanced to 40 per coni; that on the Columbia, 60 days from Kobe for Puget Sound, was advanced to 25 per cent; and on the Prince Eugene, 50 days from Rarien for Swansea, to 50 per cent.

Domestic and Foreign Ports. BIA, April 2.-Co

of the state are holding out their hands to him and blubbesing aloud for rescue. The bears themselves defy him. Why, it's a case of duty's clarion call.

Cudahy Wants Another Receiver. TRENTON, N. J., April 2.-John Cudahy day filed in the United States Circuit court a petition for the rem Chomas E. McGovern as one of the retion Company. A rule to show cause was granted, returnable in this city on April 13.

Cudahy charges that McGovern is not qualified to act impartially as a receiver, because he is president and owner of onethird of the stock of the Pacific Selling Company, formed for the handling of goods of the Pacific Packing & Navigaion Company. Cudahy states his belief that the receiver has make arrangements for the continuation of the Pacific Selling Company as selling agent of the Pacific Packing & Navigation Company.

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which has been, up to the advent of this Con pound, positively incurable. Then why not start with the Renal Compound at first rather than ordinary kidney medicines, all of which fail short if the disease has reached the ch state? Then you will know you are right. No statements are published by the Fal on peopl except cases that have reached the chronic stage, incurable by all other known medicines Here is another recovery we are permitted to

Mrs. S. E. Cline of 1787 Broadway, San Fran

cisco, was pronounced by her physician as incurably ill with kidney disease that had be come chronic (Bright's Disease). She also had diabetes. Another physician was called in. Dropsy had set in, the nails came of and he too said nothing known would dive her. She was so and nothing known would Give her. She was so far beyond help they told her not to further torture herealf by dicting. See went on the Fulton Compounds. The third week was stirhtly better. The third moeth the nails be-gan to some back, and a fow mouths inter was woll and began dropping the treatment. An attorney, friend of Mrs. Cline, Judge E. B. Outler of 330 Pine street, San Francisco, had dishetes that is also incurable according to the backs. Khowing of her recovery he too too the Fulton Compounds and in eight months re-gained his health and is now in active practice. Dropar, rheumatism from uric sold, gout, pain in the back, hinder rouble, etc., are proofs that the kidneys are in trouble. The last sture is Bright's Dilease and Diabetes. If you are feeling languid or miserable seud for pamphist. Recoveries mearly 10% among these hithertor incurable disenses. Fultor Co, 40 Wash-ingtou street, "an Francisco, sole compound for Bright's and Kidney Disesses Si: for Diabetes 8:50, John J. Fultor Co, 40 Wash-ingtou street, "an Francisco, sole compounder, Wo are their conjuster agenus in this city. ington street. "an Francisco, sole compoun We are their exclusive agents in this eliy.

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