

GIRL TAKE FROM COURT

Edna Slingerland, Aged 11, Victim of the "Tongues of Fire."

JUVENILE COURT STEPS IN

Orders Child Taken From Parents and Sent to Detention Home After Witness Tell of Her Trances and Strange Frenzies.

Eleven-year-old Edna Slingerland, victim of "Tongues of Fire" fanaticism, was taken from her foster parents by the juvenile court last night a nervous wreck. The child was taken to the detention home of the court and given into custody of the nation. Only by removing beyond doubt their intention of loving her from the baleful influences of the hysterical cult with which they were associated can W. A. Slingerland and his wife again secure the custody of their child.

The case is one of the most distressing that has ever been cited in the attention of the juvenile court. It developed during the examination of several witnesses last night that the mind of an unusually bright girl had been diverted from healthful channels and nearly ruined by persistent Bible study and religious frenzies forced upon her by fanatics.

During the hours after school when other children were enjoying childish recreations little Edna has been occupied in pursuing hallucinatory angels about her room and has been subjected to frequent frenzies on the subject of religion.

These trances were not carried on in the "Tongues of Fire" hall at 236 Second street. Knowing the police would interfere, the fanatics sought the seclusion of the Slingerland home in Mrs. Barton's private boarding-house, 214 Holladay avenue.

This rendezvous would probably never have come to the attention of the authorities had not three young men—C. F. Williamson, Frank Graves and M. St. John—seen the child's weird antics and reported the matter. Circuit Judge Frazer at once directed that an investigation be made, with the result that Special Officer White escorted Slingerland and little Edna to the Courthouse last evening.

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Little Child a Nervous Wreck. A chubby little girl with big childish eyes and a wealth of brown curls appeared the last week at the court as the object of such practices. She stepped bashfully forward when called by Judge Frazer, who held her on his knee to put at ease the nervous girl.

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CHILD TAKEN FROM FATHER.

The man carefully avoided telling of his connection with the "Tongues of Fire" fanatics. He insisted that he was not injuring his child's mental growth and when it was pointed out to him that she had been taken from the school he laid the blame to the schools.

"They teach long division without first teaching the principles of division, and it is too much for the child," he said.

"I don't care to hear a discussion from you on educational methods," said Judge Frazer dryly. "If these insane delusions continued any longer they would ruin her mind. I don't intend to have her associated with these people. You are hardly a fit person to have the child and to be drawn from what you are talking about," replied Slingerland hotly.

Slingerland showed no emotion when this was told him but called to the child to come into the ante-room because of her nervous condition.

"Do you hear that Edna," he said. "They are going to take you away from me."

The obvious purpose of this act succeeded for the child broke forth into tears and pleaded sobbily with the judge to let her go home with her foster father, Judge Frazer was firm, however, and the crying soon abated. Final disposition of the case will probably not be made pending further developments.

TOO FRIGID FOR FLETCHER

Husband Calls His Wife's Conduct Technical Desecration. A man whose wife cooks his meals and attends to her other household duties, but does not smile upon him or speak to him occasionally in encouraging terms is deserted. That is the claim made by P. T. Fletcher in a suit for divorce against Mrs. Fletcher heard in the State Circuit Court yesterday.

It was set out by Attorney John C. Shillock, representing Fletcher, that Mrs. Fletcher during the past two years has been merely a part of the household furniture. She has cooked the meals, but when Fletcher would address her in affectionate terms her reply would be cold and emotionless.

Mr. Shillock contended that Mrs. Fletcher's desertion and refusal to engage in any senseless displays of affection, Mr. Shillock contended that Mrs. Fletcher's desertion and refusal to engage in any senseless displays of affection, Mr. Shillock contended that Mrs. Fletcher's desertion and refusal to engage in any senseless displays of affection.

Partners Are at Odds. The defendant applied to Judge Cannon yesterday forenoon for the appointment of a receiver and an accounting of property in a brick-making company in which he is interested.

The three men formed a partnership three months ago in which McDaniel was to furnish the cash and the other two the experience. It was said that they failed to show any valuable experience in placing cars over any other customer of the mills.

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SAYS THE MERGER HAS BEEN PROVEN

(Continued from First Page.) for shipment over the Northern Pacific? "Usually not."

"Do you furnish your own equipment for shipments over the O. R. & N. and Union Pacific to the East?" "Yes."

"And over the Sunset?" "Yes, over all these allied lines."

"Are cars on any of your allied lines regarded as common property?" "Yes, a Union Pacific car is at home on the O. R. & N."

Commissioner Lane asked the witness if he were not an extremely dangerous policy for an initial line to fail to neglect to supply cars to whatever line on these lines than comes West, does there not?" he asked.

Trend of Traffic. "Yes, the preponderance of tonnage is East-bound."

"Are you not handicapping a man's business if you deny him a car over the O. R. & N. for example?" "We try to keep a balance of car supply. That is, keep the interchange even between ourselves and other roads."

"You do not permit the use of cars to be classed as of the Rio Grande from Ogdén as over the Union Pacific from Ogdén, do you?" asked Attorney Severance.

"From the standpoint of cars, we do." "Do you use them as freely or do you try to get the Rio Grande to send in their own cars?"

"We try to get them to send in cars themselves." "Then you do discriminate?"

"I would not say that." "Your policy is to keep cars at home on your own lines, is it not?" asked Commissioner Lane.

"The Union Pacific and O. R. & N. are your own lines and the D. & R. G. is a foreign line, is it not?" "Yes."

Discrimination Against Gould Line. A circular to dispatchers and agents of the Gould line, issued by the Harriman system, forbidding the loading of Harriman cars with material for the Gould lines, was read and offered in evidence.

"Do you say this is no discrimination?" asked Attorney Severance.

"The circular was issued under a misunderstanding. I think a portion of the circular was recalled very soon after it was issued."

"Is it not a fact that the circular was recalled on account of the protest of the general manager of the Rio Grande system and not because of a misunderstanding?"

"Are you sure of that?" "Quite sure. We thought it was only right that the Rio Grande and Western Pacific should furnish the cars for shipment of company material from the Northwest, as we needed our own cars for our own material shipments."

Question of Preference. "Do you give preference to the four Harriman lines in making commodity shipments from Oregon lumber mills?"

point, south of that, freight goes Sacramento and Ogdén. North of that, via Portland and the Union Pacific."

"When was the Ogdén gateway closed?" "To all intents and purposes, it was closed in the Summer of 1902, but it was closed tight and locked September 1, 1907."

The witness told of a circular he received from the Southern Pacific traffic department, announcing that an understanding had been reached whereby the Denver & Rio Grande would handle all business from this territory via Huntington and that the Sacramento-Ogdén route was closed to all traffic from Southern Pacific points in Oregon.

"What are your difficulties now in getting traffic?" asked Attorney Severance. "Adverse influence of the Harriman lines."

"How is this influence exerted, and by whom?" "By the Harriman agents in the granting of favors."

The witness talked with Mr. Meyer regarding the circular directing that Rio Grande material must be shipped in the company's own cars. He said he did not understand that it had issued because of a mistake as he had talked with Mr. Meyer about it at the time.

"You now have a gateway open to you via Huntington, have you not?" asked Mr. Cotton.

"Yes." "Would you say that the Huntington-Ogdén route is better or worse as a railway line than the Sacramento-Ogdén route?"

"I should say it is a better one." "Have you been embarrassed by the closing of the Sacramento-Ogdén gateway?" asked Commissioner Lane.

"No." "What has been the source of your embarrassment?" asked Mr. Cotton.

"Influence of the O. R. & N. on millmen and that sort of thing." "The transportation facilities given you when you do get business have not impeded you in any way, have they?"

"No, after the business is secured, it moves freely in transit." "At the time you talked with Mr. Meyer about that circular, did he say anything about a misunderstanding?" asked Mr. Severance.

"Yes." "Denies Competition Has Ceased. R. B. Miller, general freight agent for the Harriman lines in the Northwest, maintained, when put on the stand, that despite cars with material for the Gould lines, there is still real competition between the O. R. & N. and Southern Pacific."

"This was soon pooh-poohed by Attorney Severance, but the official maintained his stand."

"It is the duty, is it not, of a general freight agent to secure all the business possible for his road?" asked Attorney Severance.

"Yes," answered Mr. Miller. "You therefore owe to the O. R. & N. the duty of getting all the business possible for it, do you not?"

"Is the long haul of freight more profitable than the short haul?" "Pacific should furnish the cars for shipment of company material from the Northwest, as we needed our own cars for our own material shipments."

"As an illustration, shipment of hops from Salem to Chicago over the Southern Pacific, O. R. & N. and Union Pacific was mentioned. Mr. Miller said the local freight agent should get the 300 pounds would come to the Southern Pacific, while the remaining \$1.30 would go to the Union Pacific system. From Salem to Chicago over the Southern Pacific would earn about 90 cents a 100 pounds of the total charge of \$1.30."

The witness was asked if he had any part in the negotiations that led to closing the Ogdén gateway via Sacramento but could not remember that he had any part in it. He said the circular was issued by the Southern Pacific, but he could not remember that he had any part in it.

IN THE SUNDAY OREGONIAN TOMORROW

The color pages of The Sunday Oregonian are recognized as a distinctive feature. Full-page illustrations of Oregon life, Oregon scenery and Oregon art are attracting much favorable comment. They are produced by Oregon artists, and excel in originality and novelty. Tomorrow a striking Winter photograph of Mount Hood, and notable Indian photographs by Mayor Lee Moorhouse will be reproduced in color.

THE TRUTH ABOUT THE CONGO—Second of a series of copyrighted articles by Professor Frederick Starr, the noted anthropologist of the University of Chicago, who has spent one year in the Congo Free State. Illustrated by striking photographs.

GEORGE ADE ON A MODERN GULLIVER—The Hoosier humorist revises "Gulliver's Travels" and satirizes the experiences of a modern Gulliver who yielded to the importunities of his wife and became a Congressman.



F. P. DUNNE.

Mr. Dooley on "The Army Canteen"

The Irish philosopher takes up this live topic tomorrow and discusses the whole Prohibition question in a happy vein.

He tells how the "Young Ladies' Temperance Union" went to the aid of the "Binvolent Association" in Saloonkeepers' America, and got Congress to pass the anti-canteen bill.

OTHER INTERESTING FEATURES SOMETHING FOR EVERYBODY

FREDERIC J. HASKIN'S LETTERS—This famous American correspondent, who has just returned from a trip around the world, is writing for The Oregonian a series of articles on American life which are illuminated by keen observation and a quaint vein of humor.

FOR CHILDREN—Stories and pictures of Dolly Drake and Bobby Blake, in an adventure with a goat; Binnacle Jim's rum yarn, Tallapus Indian Legends, and carefully selected miscellany.

FIGHTING FORAKER IN AND OUT OF THE SENATE—Frederic Boyd Stevenson writes a brilliant character study of one of the Nation's aspirants to the Presidency and President Roosevelt's most bitter antagonists.

FOR MEN—The most comprehensive telegraphic news report of any Pacific Coast newspaper. Read the advertisements, especially the classified. They reflect the activities of Portland more clearly than all other publicity agencies combined.

SAVING THE AMERICAN BUFFALO—William Dinwiddie takes this as the topic for an illustrated article which describes the creation of a new and unique industry in Oklahoma.

NO BLONDES SIX HUNDRED YEARS HENCE—Professor C. E. Woodruff has predicted that the blond type of manly beauty is fast becoming extinct. The article describes his theory and is illustrated with striking photographs of famous blondes of the present day.

DRY-FARMING CONDUCTED BY UNCLE SAM—An illustrated article describing the novel work at the experiment station at Cheyenne, in the semi-arid region.

BIG MEN WHO WERE MADE BY THEIR WIVES—Dexter Marshall writes of Mrs. John A. Logan, Madame Fallieres, Mrs. William Jennings Bryan, Lady Curzon, Madame Mary King Waddington and other famous women who contributed much assistance to their husbands in their public careers.

FOR FEMINE READERS—Practical suggestions from Helen Harmon-Brown, Katharine Morton, Prudence Standish, Mary Dean and others—all tending to the side of economy.

NO NEWSPAPER IN THE LAND IS GAINING IN CIRCULATION SO RAPIDLY AS THE SUNDAY OREGONIAN.

ON SUNDAY, FEBRUARY 3, THE NEW SERIES OF "ROOSEVELT BEARS" STARTS. PLACE ORDERS EARLY.

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CUTS THE WATER BOARD

DR. JOSEPH'S FOUR-YEAR TERM EXPIRES. Closes Decade of Service in One City Department—Successor Not Yet Selected.

Dr. S. E. Joseph, after serving the city for ten years, first on the Water Commission and then for four years on the Water Board, ceased to be a member of the latter body January 23, by the expiration of the term for which he was appointed. Dr. Joseph was first appointed commissioner in 1897, and when the Commission was supplanted by the

water board under the new charter he was appointed a member of the new body. Dr. Joseph has made a careful study of the water question and though he insists that the City of Portland could not do better than the water works services of the men who have been on the Committee and Water Committee, he thinks that the time has come for a change in the management of the water supply. He believes the city should levy a special tax to pay for

water for fire and other purposes and also that the water rates to the consumer should be lowered. Dr. Joseph also believes that measures should be taken at once looking to the building of another pipe line to Bull Run. With Portland's water works in all directions he contends that provision should be made at once for issuing the necessary bonds and starting work on this second pipe line to meet the maximum consumption at all times. This pipe, he declares, ought to be completed by 1909 at the latest.

Major Lane said last night that he had not yet taken any action towards filling the vacancy on the Water Board made by the expiration of Dr. Joseph's term. "What is the best policy to follow?" he said, "The term had ended, and he had not found time to give the matter consideration."

Denver & Rio Grande Has Suffered. D. C. McBride, general agent for the Denver & Rio Grande there, was called. Attorney Severance asked how the business secured by his road in the Willamette valley compared with the traffic secured by the O. R. & N. He said it is now much less.

In 1905 his road secured 27,000 bales of hops for shipment East. This amounted to 1,350,000 pounds. The same amount was shipped via Sacramento and Ogdén and 40 cars via Portland and the O. R. & N. In 1906 his road secured less than 20 cars of hops for shipment East. The same amount was shipped via Sacramento and Ogdén and 40 cars via Portland and the O. R. & N. In 1907 his road secured less than 20 cars of hops for shipment East. The same amount was shipped via Sacramento and Ogdén and 40 cars via Portland and the O. R. & N.

"What is the dividing line which traffic is routed by the Union Pacific?" "Ashland, I understand, is the division

the Union Pacific at Omaha, do they not?" "Yes." "You, therefore, help these connecting lines all you can, do you not?" "How can you help these connecting lines when they are all competitors of the Sunset Route? You are an official of the Sunset Route, is any other witness. He has admitted everything we came here to prove."

"The session is then adjourned until next Tuesday, when we will continue the investigation in San Francisco," said Commissioner Lane.

Proceedings at Morning Session. Edward Newbegin was called when the session opened yesterday morning. He told of troubles in getting shipments through as routed and said one shipment intended to go via Sacramento and Ogdén had been diverted by the railroad company. This was in 1902.

Fletcher Linn, manager of the Oregon Portland Cement Co., testified concerning the recent raise of water rates to California. This increase was so heavy, he said, that the Portland Cement Co. had to reduce its output. H. Wittenberg, manager of the Pacific Coast Biscuit Company, testified concerning the Eastern Oregon country. He said the Green River is the best route for the transportation of flour. "We have been given promises for years," he said, "but no road has yet been built."

"Passenger service by both rail and water on the Harriman lines is admirable," he continued. "We haven't a through line from Portland to the East over the Harriman system. We have a route to Green River. When you come West you are thrown off at Green River and told to catch the next train, while the most direct route is by rail to Chicago over the Oregon Short Line, less than 1,000 miles, and it is operated by years ago when the line was operated by the Union Pacific."

"Service Poor; Rates High." Otto Breymann of the Breymann Leather Company, said active competition has fallen off with the merger of the railroads. The service between Portland and California points, he said, is poor and the rates are very high. H. W. Goddard, of the Oregon Dispatch Company, formerly contracting freight service for the Burlington, testified concerning early railroad conditions in this state. He explained the transportation situation from the days of the Oregonian Railroad, now a part of the Harriman system.

George Kelly, of the Booth-Kelly Lumber Company, testified concerning the recent rise in lumber freights by the Southern Pacific. He said that the Southern Pacific had been making the shipments to California.

Mr. Cotton proved by Mr. Kelly that while the latter has a cheaper rate from his mills to San Francisco than the Portland route, he also has the same rate as the latter for the haul to Portland from there, or that the haul to Portland from there is practically gratis.

Portland Leads Them All. SAN FRANCISCO CAPITALISTS INVEST HERE. Believe Opportunities Here Are Greater Than in Any Other City in United States.

Portland offers better opportunities for investment in real estate than any other city in the United States, according to Fred A. Jacobs, who is among the large purchasers of the past week. Mr. Jacobs is now at the Portland Hotel, in company with O. C. Stone, and the two closed the purchase of 100 acres in Rose City Park Friday for \$100,000.

Both Mr. Jacobs and Mr. Stone are residents of San Francisco and own heavy property interests in California. They are among the large holders of oil lands in California and have many direct interests throughout the state. Mr. Jacobs is also a large owner of property in Hawaii.

"I believe that Portland has better possibilities than any other city in the country," said Mr. Jacobs last night. "I was only after the most careful consideration that we decided to purchase property in this city. Last September Mr. Stone and I left San Francisco and spent three months in studying the real estate situation in various cities. We visited Los Angeles, Seattle and practically all of the Middle Western and Eastern cities of importance. As a result of our trip we settled upon Portland as the city in which we prefer to make our investments."

"We shall plot 60 acres of the tract which we have bought, and hold the remaining 40 acres for the present. We shall also increase our holdings in Portland from time to time as we believe that the city has a great future and that there are many opportunities to make money here. I do not expect to give up my business interests in San Francisco, but hereafter divide my time about equally between that city and Portland."

The land purchased by Jacobs and Stone is on both sides of the street at the northwest of Montavilla. It was bought from the syndicate, headed by Hartman & Thompson, which bought up about 100 acres last year. A large amount of money is now being spent in preparing the land to be placed upon the market in home-own lots. The water mains installed. The land will have direct car connection with the center of the city, and will be traversed by a wide boulevard.

How to Cure a Cold. The question of how to cure a cold without the unnecessary loss of time is one which we are all more or less interested in. The cold is a common ailment, and the less the danger of pneumonia and other serious diseases. Mr. B. W. L. Hall, of the Oregonian, has used Chamberlain's Cough Remedy, and has found it to be absolutely the best preparation on the market for colds. I have recommended it to my friends, and they all praise it. For sale by all druggists.

ALLEGED BURGLAR CAUGHT. Alberto Salvani Arrested on Charge of Stealing \$30. Alberto Salvani, an Italian, was arrested by Detective Stewart and Hill at the Union Depot about 11 o'clock last night, and taken to police headquarters on a charge of burglary. He was supposed to have stolen \$30 from a fellow lodger in a farm house in Brookline Addition, and later to have entered the house and robbed the owner of \$30. As it was impossible for the victim, Louise Berry, the owner of the house, to reach the station so late at night, Captain Bailey ordered Patrol Driver Greber to take Salvani in the patrol wagon to Perry's house. The two detectives accompanied the man, and at a late hour this morning they returned to the station. It was there that Perry identified the man.