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Transcontinental Road Makes Public Its Plans for Invading West.

SPANS COLUMBIA AT TEKOA

New Line Will Be 2000 Miles in Length and Is to Be Completed Not Later Than Janu-

CHICAGO, Dec. 8 .- The following official announcement was made today concerning the new route to be taken oncerning the new route to be taken by the new Pacific line of the Chicago, Milwaukee & St. Paul Rallway. The new line, it is estimated, will be about 2000 miles in length and it is expected that it will be completed as far as Butte, Mont, by January 1, 1908, and that trains will be in operation over the entire line one year later.

Contracts Let for Work.

Contracts have been let for the construction work and track has been laid from Glenham, S. D., to a point about 20 miles west of the Missouri River. The road will cross the Missouri River 12 miles west of Glennam and then for about 40 miles follows the line of Oak Creek and its tribu-taries, and then parallels the line be-tween North and South Dakota for 50 miles. The state line between North Dakota and Montona will be crossed about eight miles west of Little Missouri River.
Four miles east of Terrey, Mont.

the new road will cross the Northern Pacific by passing overhead. It is probable that division headquarters will be established at Miles City, Mont.

Route From Butte West. From Butte westward the line fol-lows the Deer Lodge, Hell Gate, Mis-soula and St. Regis Rivers to a point about four miles west of Saltese, Mont,

where the ascent to the summit of the Bitter Root Mountains will commence.
The line follows the St. Joe River to within a few miles of its mouth and crosses the Idaho-Washington line near Tekea, Wash.

near Tekoa, Wash.

The Columbia River will be crossed by a bridge of 15 spans, having a total length of 2750 feet. About 20 miles west of the Columbia River a tunnel 3400 feet in length will be constructed and another two miles in length will be constructed.

and another two miles in length will be built at Snoqualmie Pass.

At Maple Valley, Wash. connection will be made with the Columbia & Puget Sound Railroad, over the tracks of which access will ne obtained to Seattle. A new line will be construct-ed from Black River Junction to Ta-

ST. PAUL ROUTE FROM ROCKIES

Arrangement for Terminals in Port-

land Kept Secret. SEATTLE, Wash., Dec. 8.—(Special.)—Chicago, Milwaukee & St. Paul officials yesterday gave out an authoritative announcement of their completed plans for building from Glenham, S. D., 88 miles West of Aberdeen, to Seattle. Construc-tion work to Butte is to be completed by January 1, 1908, and to Seattle a year lat-It is shown in this authorized statement that the Montana Railroad has been taken over by the St. Paul line and will be radically revised, much curvature and many grades being eliminated. At Sum-mit Station, 40 miles West of Harlow-ton, the Belt Mountains are crossed at ton, the Belt Mountains are crossed at a maximum height of 5800 feet. The road is to enter Seattle over the tracks of the Columbia & Puget Sound from Maple Valley, a branch to Tacoma being constructed from Black River Junction.
Like the former announcement of the
line surveyed from Glenham to Butte, the official statement does not go beyond the route absolutely determined. Nothing is said of the projection to Portland, which has been inferentially confirmed in pre-vious announcements of the high officials of the St. Paul. Nor is there anything in the statement that confirms the report of an alliance with the Harriman sysem and a joint occupancy of tracks leading into Portland. President Earling on his last visit to Seattle absolutely refused to discuss the Portland extension, but he stated broadly that his line would tap all important places in the Northwest.

Broadly, the line west of Butte will fol-low Deer Lodge, Heligate, Missoula and St. Regis Rivers to the St. Paul pass through the Bitter Root Mountains, which through the Bitter Root Mountains, which are crossed through a tunnel 5500 feet in length at a height of 420 feet. The St. Joe River is followed to the Washington line just north of Tekoa, and then the line runs almost direct to a point above Lind, where it crosses the Columbia River. A bridge 2750 feet in length, with concrete piers and of 1000-foot approaches on each side, will span the Columbia. The

grade line is 80 feet above low water.

The St. Paul will not touch Yakima, but it runs only a slight distance north of Ellensburg and paralels the Northern Pacific to Snoqualmie Pass. At Johnson Summit, 20 miles west of the Columbia River, there will be a tunnel 3400 feet in length, and at Snoquaimie Pass there will eventually be bored a tunnel two miles in length. This tunnel will have a maximum elevation of 2500 feet, but for the present the contractors are building a line across the summit of the pass at an eigen across the summit of the pass at an ele-vation of 3010 feet. The "tote" road will be done away with as soon as possible. The line down the west elde of the Cas-cades to a juncture with the Columbia & Puget Sound tracks at Maple Valley has been described before.

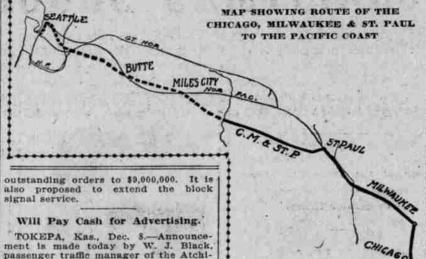
Will Improve Santa Fe Road. CHICAGO, Dec. 8 .- The Tribune to-

lay says: The Atchison, Topeka & Santa Fe Rallway is making preparations for large expenditures in 1907 on exten-sive improvements all along its syssive improvements all along its system. Its outlays for double-tracking, extension, new equipment, etc., probably will aggregate \$25,000,000. The double-tracking of its main line from Chicago to Kansas City will be pushed rapidly. A new line will be built from Texico, New Mexico, to Brownsville, Tex., giving the Santa Fe the shortest route between San Francisco and Galveston. The Santa Fe has placed orveston. The Santa Fe has placed or-ders for equipment which raises its

Harriman Plans Control of

POWER. LIGHT. CARLINES

Subway to Be Used for Carrying Passengers on Electric Trains and All Power, Light and Telephone Lines Absorbed.



son, Topeka & Santa Fe Railroad, that, beginning January 1, 1907, the Santa Fe Railroad will pay for all advertising in newspapers, magazines and on bill-boards and elsewhere in cash rather

than in transportation. "We were largely influenced in making this decision," said Mr. Black, "by the Interstate Commerce Commission's decision, holding that the law forbids the issuance of interstate transportation for anything but money. The new policy, we estimate, will increase the appropriation from \$100,000 to perhaps \$500,000 by the close of

plercing of the last section which separated the ends of the north tube of the tunnel of the Brooklyn Rapid While the Corporation Counsel would Transit Extension 75 feet beneath the not give out all the information he had

urface of the river. The East River tunnel extends from the Battery to Joralmon streets, Brooklyn. It will form part of the Subway Rapid Transit System from Kings Bridge to Brooklyn. Electric cars of the Long Island Railroad will also run

NO MORE POSTAL FRANKS

President Mackay Suspends

Mackay, president of the Postal Telegraph and Cable Company, stated today that the board of directors of that company had passed the following resolution:

"Resolved, That owing to changed conditions; it has been found necessary to stop all free transmission of messages and this company will absolutely dis-continue its free list on and after January 1, 1907, and no free service whatsoever will be performed thereafter. Outstanding franks will be hon ored to and including December 31,

WILL VISIT JAMESTOWN

Governor Chamberlain to Take Look at Exposition Grounds.

NORFOLK, Va., Dec. 8.—(Special.)— Governor Chamberlain, who is now in Washington, will visit the Jamestown Exposition site next week to look over the grounds and approve the arrangements for Oregon's participation, and as, one experienced in expositions, had is to be shown the magnitude of the prospects for a great show on Hampton Roads. Washington, will visit the Jamestown prospects for a great show on Hampton Roads.

President Tucker, of the Exposition,

is in Washington especially to escort Governor Chamberlain to Norfolk.

Electric Systems.

CHICAGO, Dec. S.—(Special.)—Conversion of the Illinois Tunnel Company's property into a railway passenger subway operated by electrical engines and under the control of the Harriman syndicate, is the ultimate aim of

the great consolidation moves recently made. It was revealed in a report submitted by Corporation Counsel J. Hamilton Lewis today to the Council gas, oil and electric light committee. Colonel Lewis' message came as the result of a secret investigation which he carried on recently in the City of New York.

Consolidate All Electric Power. crease the appropriation from \$100,000 to perhaps \$500,000 by the close of the coming year."

East River Tunnel Bores Joined.

NEW YORK, Dec. 8.—Manhattan and Brooklyn boroughs were connected under the East River today by the piercing of the last section which separated the ends of the north tube to yeight the proposition as it appears today, with the idea of increasing the facilities of the tunnel as much as possible in the way of handling freight by using electric motor engines. Colonel Lewis' opinion on the proposed use of the tunnel refers to future acquisition of street and underground privileges.

not give out all the information he had secured in reference to converting the tunnel into a passenger subway, it was declared by others in his office that the ultimate aim is to use the property for the Harriman railroad interests, after equipping such lines with electric engines.

All Under Harriman's Control.

Colonel Lewis asserts that he has found proof that negotiations have been

was pointed out that the General Elec-tric Company was not interested in the Chicago deal, as those interests are backed by J. Pierpont Morgan.

Mr. Lewis stated he had learned from reliable sources in New York that the Commonwealth Electric Company is to pas into the hands of the Edison Com-

pany by the purchase of the stock of one company in behalf of the other, and that these interests when amalgamated are to pass into the hands of the Harriman interests, and then combine with the interests now existing in the names of the Illinois Telephone & Telegraph Company and the Illinois Tunnel Company. The first-named company controls the automatic telephone system in the city, and the lat-ter the subway for the handling of freight

EVADE THE JAPANESE ISSUE President May Succeed Now, but Californians Expect War.

the United States and Japan within five

That the Federal Government, by dodging the issue and placing responsi-bility for the alleged insult to Japan on Weak, Weary, Watery Eyes Welcome California, has prevented immediate Murine Eye Remedy. It soothes. It cures. war, is the firm conviction of politicians

and officeholders in San Francisco, but that war with Japan will eventuate is declared on every side.

WOULD WELCOME CITIZENSHIP Viscount Aoki Says Japanese Arc Eager for Naturalization.

WASHINGTON, Dec. 8 .- Favorable action by Congress on the recommendation of the President in his last annual mesof the President in his last annual mes-sage that an act be passed specifically providing for the naturalization of Jap-anese who come to the United States in-tending to become American citizens, will go far toward securing a continuance of the traditional friendly relations between this country and Japan, in the opinion of Viscount Aoki, the Japanese Ambas-sador.

"Of course," said Viscount Acki, today, "no nation likes to see its subjects leave to take up a permanent abode in a foreign land and lose all relation with the fatherland, but in many cases it cannot be helped."

The Ambassador expressed the bellet that the contract of the land o

that there were not so many Japanese in this country to take advantage of naturalization if it were granted, but he thought that such an opportunity should be afforded them along with the citizens of other countries. He said he did not think it probable that those Japanese who think it probable that those Japanese who were emigrating in large number to Hawaii and the Pacific Coast would avail themselves of naturalization, because of the fact that they represented the poorer classes, and most of them ultimately returned to Japan. Viscount Aoki said he had every confidence in the outcome of the test case which will be brought in the California courts.

Japanese Praise Roosevelt.

SEATTLE, Wash., Dec. 8 .- The Seattle Japanese Business Men's Association to-day sent the following telegram to Presi-ient Roosevelt: "We send our hearty thanks for what you have expressed in your message relating to our country. The friendship between the United States and Japan has been strengthened, and your name shall be long remembered among our countrymen as foremost in humanity and high civilization."

BISHOP SEYMOUR IS DEAD

Noted Episcopal Church Dignitary Victim of Pneumonia.

SPRINGFIELD, Ill. Dec. &-Bishop George F. Seymour, of the Episcopal dioof Springfield, died this morning Death was due to an attack of pneu-monia, from which he had been in a critical condition for more than a fort-

George Franklin Seymour, first bishop of Springfield, was consecrated June 11, 1878. He was born in New York January 5, 1823, the son of Isaac Newton and Elvira Seymour, and was graduated from Columbia University in 1850, receiving the degree of LL. D. from that institution in 1873, having already been becomed with degree of LL, D, from that institution in 1878, having already been honored with the degree of doctor of sacred theology by Racine, Wis., College in 1867 and given a diploma from the Geneva Theological Seminary in 1854. He was ordained a deacon the same year and priest the following year. In 1889 he married Mrs. Harriett A. Aymar.

Seymour was pastor in charge of anission at Annandale-on-the-Hudson for mission at Annandale-on-the-Hudson for several years, beginning 1854, and while there founded St. Stephen's College in 1855 and was its first warden until 1861. He was rector of St. Mary's Church, Manhattanville, N. Y., for two years, of Christ Church, Hudson, Folumbia County, N. Y., one year, and for four years of St. John's Church, Brooklyn. He was the professor of ecclesiastical history at Geneva Theological Seminary for 14 years from 1865, and dean of the same institution from 1875 to 1878, and chapiain of the House of Mercy, New York, from 1871 to 1879.

He was the author of many treatises

Master of Stranded Manchuria Declared to Have Been Negligent.

SAN FRANCISCO, Dec. 8.—Captain W. I. Sanderson, of the Pacific Mall steamer Manchuria, has had his license as a mari-Manchuria, has had his license as a mariner taken away from him. This action was taken by O. F. Bolles and John K. Bulger, United States Inspectors of Hulis and Boilers, in consequence of the stranding of the Manchuria at the northeast end of Oahu Island. August 20, while on the way from Japan to this port.

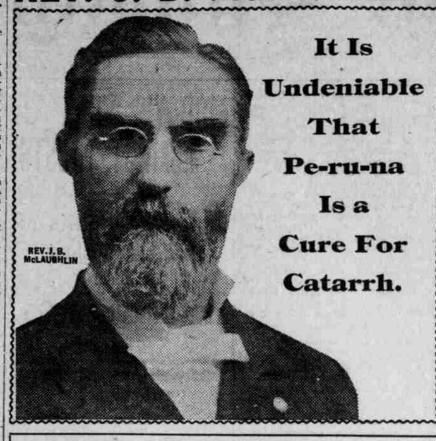
The inspectors in the decision pronounce Canderson pecilicant, and unakiliful in

Sanderson negligent and unskillful in navigating his vessel, and have ordered his license to be suspended for five

Economy

is a strong point with Hood's Sarsaparilla. A bottle lasts longer and does more good than any other. It is the only medicine of which can truly be said 100 DOSES ONE DOLLAR

REV. J. B. McLAUGHLIN



Rev. J. B. McLaughlin, 416 5th st., N. W., Washington, D. C., former City Attorney of Little Rock, Ark., now an attorney residing in Washing-

"Catarrhal complaint in all its various forms is so general that the public should be informed of a remedy for the same. It is undeniable that Peruna is a cure for that disease. From experience and general knowledge of its beneficial use I have no hesitation in giving it my carnest indorsement and recommendation."

writes:

as a catarrh remedy.

CATARRH soon destroys the elas-ticity of the mucous membrane, producing a flabby condition. This leads to watery secretions, sometimes thickened mucous, and constitutes al-We have many testimonials from all parts of the country and from all walks together a very disagreeable condition.
It makes no difference whether the catarrh is confined to the nose, head or of life, attesting to the benefit of Peruna in catarrial diseases.

Mr. Boss Craig, Fork Vale, Tenn.,

throat, or whether it is located in the lungs, stomach or bowels. The essen-tial condition is the same. Anything that tones up the system tends to the relief of the catarra.

years, and had abandoned all hope of being cured. To my surprise, Peruna cured me sound and well." Anything that purifies the system Ask Your Druggist for Free Peruna Almanac for 1907.

BRUTAL THIEF CAPTURED Broke Into San Francisco Home and

Beat Young Woman.

san Francisco, Dec. 8.—The brutal burglar that yesterday morning beat Miss Edith Hoefler, the daughter of Louis Hoefler, a prominent attorney and clubman, into insensibility and then robbed her of birthday presents to the value of \$250 has been acrested and today confessed to breaking into the Hoefler home, as well as to five other burglaries. His name is John Fitzpatrick, a sailor by occupation.

While admitting that he robbed Miss Hoefler, Fitzpatrick denied striking the girl and declared that it must have state of siege."

for Carpenter.

RAIN COATS

Marked down in price, beautiful satin waterproof coats up from \$12.50. Le Palais Royal, 375 Washington st. *

The Marquis de Custine once defined the Russian government as "an absolute monarchy tempered by assassination." The presents the girl and declared that it must have state of siege." SAN FRANCISCO, Dec. 8 .- The bru-

name he gave to the police as Sidney Carpenier. The burglar informed the police that his companion robbed him of all the jewelry and trinkets that they obtained in the Hoefler nome and has disappeared.

Fitswatzick was captured this morn-

"I had catarrh of the head for two

Fitzpatrick was captured this morn-ing by L. C. McGinn, while breaking into the latter's home at Pierce and Ellis streets. The police are looking for Carpenter.

NO MORE POSTAL FRANKS found proof that negotiations have been under way in New York to consolidate the Commonwealth and the Edison companies with the Tunnel Company, under control of what has been called the Harriman syndicate. NEW YORK, Dec. 8.—Clarence H. Standard Oil Company interests. It dackay, president of the Postal Tele NEW YORK, Dec. 8.—Clarence H. Standard Oil Company interests. It was pointed out that the General Elec The Addermen deny flatly that the Harriman syndicate is backed by the Standard Oil Company interests. It was pointed out that the General Elec The Commonwealth and the Edison of Mercy, New York, from the House of Mercy, New York, from the H Stocks at the Present Prices on the Open Market of the Portland Stock Exchange

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The Man With the Saggy Left Lapel

By Old Dr. Goose.

Ha-whom have we here? The man with the Saggy Left Lapel. My friends, here is one of the Achieve-ments of which I am Justly Proud. That suit as you may Imagine-Was when given to me one of the worst

or best Examples of the Tailor's Botching

In the first place-it had not been out properly. In some places the Cloth was Scant In others too much Cloth had been

you could Imagine.

allowed. When being made up these Cutting Mistakes had been Exaggerated. And when the Suit came to me-

Oh Dear! Oh Dear!! It was the worst Looking Thing I ever

Well, I went to Work I Shrunk the Cloth here-and I Stretched it There.

I Pressed and I Sizzled -Until I had the Smoothest Thing in Suits you

ever Saw. I was as proud of that Job as "Saggy" was

Only poor "Saggy" didn't know what he was Up Against--That's him now And that's the Suit I "doped" up to sell

Only now the "dope" is all gone And the Old Suit looks like it did before I got at it-

See how Saggy the Left Lapel is-Look at the Twist in the Collar-and the slope and lumpiness of the shoulders-See the wavy Curves and Wrinkles around the Arms and down the Front. Look at the Twists in the Sleeves-Say, on the Level-isn't it a Fright? Of course that Suit Might have been made right. For a very few Clothes Are made right-

Only it Costs like fury-that's why I'm in such demand For my "dope" is Cheap

But among the Clothes that are made right Are "Sincerity Clothes" I don't have a "look in" on Sincerity

For they go to work with a slow and expensive Hand Process

expensive Hand Process
And actually sew the Shape into a Suit—
They needle mould it—and the
Shape simply Can't leave the Suit.
The Style and Fit remain in a Sincerity
Suit Until you're anxious to look at a
different kind of cloth.
It takes the Sincerity Clothiers ten times
as long to sew the shape into the Fabric
of the suit as it takes me to "dope" the
Shape in temporarity.
And what's the difference anyway—the
Customer can't tell when he's buying—

Customer can't tell when he's That is, unless he knows the test for clothes the "Sincerity" Clothiers give. -The same test used by all expert tailors to tell whether or not a suit has been

made properly It will queer my Job altogether if everybody gets on to that Test— But I guess people won't think of writing to the Sincerity Clothlers in Chicago for that test-although the address is given

that test—although the address is given on the label below. For they can be sure of one thing anyway that I don't get a look in on Clothes on which the Label below appears—that's what makes me Sore— Your Progressive Dealer can supply you with Sincerity Clothes—Look them over anyway. Here's the Label. Send for the Test.

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Card

Cases.

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