

# WILL MAKE FENCES

### Latest Addition to Local Manufactories.

## PORTLAND ANCHOR FENCE CO.

### New Enterprise Will Employ 25 Men and Will Be in Operation Within 60 Days—Ground Secured in the North End.

The most recent enterprise that has been developed in Portland is that of the Portland Anchor Fence Company. The firm is composed of N. E. Ayer, H. F. Band and W. M. Ladd, who hope to have the plant in operation within 60 days. A site has been selected on the land of Mr. Ayer, near the corner of Twenty-third and Nicolai streets, in North Portland, where a building will be erected for shops and warehouse at a point where the company will have 300 feet frontage on a railroad switch.

Mr. Band, who has been in the city with his wife, for several days, was seen at the Portland Hotel last evening, and said that the building and plant would cost about \$30,000. About 25 hands would be employed, at first, but this number, he thought, would be increased to 50 within the year, as the territory commanded by Portland is very large, and this point has been selected as a base of supplies for the entire Northwest.

"The Anchor Fence Company," he said, "has 22 factories in operation in the United States, and the aggregate output is very large. We furnish fencing for all the big railroad companies, which use it to enclose their right of way, by the mile; and farmers are also enclosing their fields with it very extensively."

Mr. Band did not make any noise about his proposed enterprise, as he was not asking any subsidy in money or land, and so he did not appear before any of the business organizations seeking help. All he wanted was to interest a few local business men here, in order that the interests of the concern will be attended to in his absence. Mr. Ayer will act as manager of the concern.

Raw material in iron and steel will be procured from Pittsburg, both by rail and ocean routes, and so the lowest freight rates have been secured. This will enable the plant in Portland to lay the output down as cheaply as can be done by any of the Eastern houses.

"We will use a large amount of Oregon fir," he said, "and will make Portland the timber headquarters for all our houses, as we consider the fir the best material for our purpose. The traffic in timber will therefore be no small factor in our business here, and it is likely to grow into great proportions as time goes by." He ordered the necessary machinery Saturday from Chicago, and New Haven, Conn., and expects to remain here until it is in position.

### Standard Oil Profits.

NEW YORK.—The Standard Oil Company, of New Jersey, today declared a dividend of 20 per cent, payable on March 15 to shareholders of record February 15. Shares of this

company at once jumped from \$66 to \$111. The dividend will disburse about \$20,000,000, as the capital stock of the company is \$100,000,000. In March last year \$20 per share was paid, in June \$10, in September \$5, and in December \$10.

## STREETS AND SEWERS.

### The Everlasting Question of Assessments and Values.

PORTLAND, Feb. 9.—(To the Editor.)—House bill No. 54, to take the place of the "Bancroft bonding act," is reported to contain this provision:

No application as aforesaid shall be received and filed by the Auditor, Clerk or other officer, if the amount of such assessment, with any previous assessments for street improvements or sewers, assessed against the same property and remaining unpaid, shall equal or exceed 50 per cent of the valuation of said property, as shown by the last tax roll of the county in which it is situated.

This seems to me to be inconsistent with the contradictory of the rule of assessments for street and sewer improvement, and liable to cause needless trouble, uncertainty and litigation. Street and sewer assessments can only lawfully be laid for the amount of special and peculiar or direct benefits which the assessed property sustains by the improvement. In this state the property assessed is only liable for the assessment. The owner is not personally liable for the assessment. County Assessors assess real property for taxation in this state at only part of its value. This valuation by the County Assessor would probably be made before the street or sewer had added to the value of the lot. If the property-owner can only take advantage of the bonding act, if all the street and sewer assessments unpaid amount to less than 50 per cent of the value of the lot, as determined by the County Assessor for taxation purposes before the lot was benefited, and its value increased by the improvement, it would be unjust for municipalities to assess property for street and sewer improvements during 10 years for a greater sum than the property-owner can bond under the bonding act. The municipalities should be limited in street and sewer assessments for 10 years to 50 per cent of the assessed value of the lots, or the rule should not be in the bonding act. This limitation in the bonding act is not the limitation enacted in the charter of municipalities in this state on street and sewer assessments.

I would suggest that the bill be amended by striking out the sentence quoted, as unnecessary. If not struck out, then that a provision be inserted that the municipalities of the state having a population of 300 or more be limited in street and sewer assessments for 10 years to 50 per cent of the valuation of said property, as shown by the last tax-roll of the county in which it is situated. Then the charters and the bonding act would be consistent. Who shall pay these street and sewer assessments, their amount, and how can the interest be paid, and by whom, are each and all important questions, in which the public is interested, which is the reason for writing you this letter.

RALPH R. DUNIWAY.

### Woman Suffrage.

NEW YORK Sun.

Woman suffrage is not withheld because, as Mrs. Stanton alleges, "men have paid no attention" to the class of women who have been arguing for it for nearly a century, but because a far greater body of women argue that to impose on them the duty of the suffrage would be an injustice and an outrage. If women should unite in demanding the suffrage they would soon get it at the hands of men who already have framed laws for the special benefit of women throughout all the states of the Union.

# PEOPLE WON'T TRAVEL

### EXPERIENCE WITH CHEAP RATES IN THE WILLAMETTE VALLEY.

### Southern Pacific Carried Fewer People to Portland Carnival Than Northern Pacific in One Day.

SALEM, Or., Feb. 10.—In a brief submitted by General Freight and Passenger Agent Markham of the Southern Pacific lines in Oregon, to the committee on railroads of the House, when it had under consideration the bill to reduce passenger fares to 3 cents per mile, considerable interesting information is presented—information that is frequently lost sight of in agitating for reduction of rates. The chief points were the following:

"Three cents a mile is the prevailing rate in the most thickly populated sections of the East. Travel in what direction you will out of New York, Chicago, St. Louis or any of the large cities of the East, and you will find that 3 cents per mile is the prevailing rate. In only one locality throughout the whole length and breadth of the United States is a lower rate established by law, and that is between Buffalo and Albany, N. Y., where the charter of the New York Central Railway provides that its rates shall not exceed 2 cents. Between New York and Philadelphia, where there are 102 trains daily, the rate is based on 3 cents per mile.

"Now, if 3 cents per mile is a fair rate alike to public and carrier in the thickly settled East, where the cost of operation is so much less, it is not too much to say that 4 cents is a fair rate in the sparsely settled territory served by this company's lines in Oregon, where the cost of operation is much greater.

"Density of population is not the only factor to be considered. Much depends on the character of the population served and I do not believe it will need any argument to convince the members of this committee that Eastern Oregon is not of Western Oregon served by our lines are not as likely to be influenced by lower rates as are the people of Washington and Eastern Oregon. I think, perhaps, I can best illustrate this point by giving you the results of our experience on occasion of the Elks' carnival held in Portland a few months ago. On two different days we placed on sale round trip tickets at one and one-third regular one-way rates, equivalent to 2-2/3 cents per mile, good for three days from date of sale. We also arranged for the sale of excursion tickets at still lower rates, contingent upon guarantee of sale of a certain number of tickets. From Salem we named a rate of \$1.00 for the round trip upon a guarantee of 300; from Albany \$2.40 upon a guarantee of 200. These rates were upon a basis of 1 1/2 cents per mile. From Eugene, Roseburg, Grant's Pass and Ashland charter rates ranging from 1-3/4 to 1-7/8 cents per mile were named. We were told that we would not be able to carry the crowds that would come to Portland. The Salem committee said it would have 1000 passengers. It was assigned 300 tickets. Different members of the lodge, which numbers upward of 100, were given the tickets to sell, and everything possible was done to work up a big crowd. When the excursion reached Portland the committee came to us with 37 tickets it had failed to dispose of. In short, we carried from our stations in Oregon at the low rates named only 1872 passengers. On the other hand the Northern Pacific carried from Seattle 3000, and from Tacoma 600 people on one excursion. We earned \$2.75 per passenger, while the

Northern Pacific earned an average of \$0.50 on its Tacoma and Seattle business, all on one day or more money than we earned during the entire carnival season. "Our experience with the Elks' carnival was the culmination of a number of experiments made from time to time, for the purpose of increasing travel, and it satisfied us that the process of educating the people of Western Oregon to travel freely must, of necessity, be slow.

"The average rate per passenger per mile received from all our passenger traffic was but 2.50 cents; for passengers picked up and laid down within the state, 3.01 cents. The through rates are low between Portland and San Francisco, because of water competition. Of the business carried between Portland and San Francisco 40 per cent was second class, at an average rate of less than 1 1/2 cents per mile, and the first class 60 per cent, at an average rate of less than 1 1/2 cents per mile. Nearly one-third of our local business was carried on mileage books at 2 1/2 to 3 cents per mile, and on excursion and commutation tickets ranging from about one-half a cent to 3 cents per mile. Notwithstanding the difference in extent and character of population, we have duration in Oregon the low commutation rates in use in California, where we have an important and growing suburban traffic.

"We urge the committee to consider well the fact that there is no great public demand for the passage of this bill, the presentation of which is merely carrying out a programme which has been followed at every session of the Legislature for the past 10 years. The earnings from our passenger business are received from travelers from every clime. The property of the community does not depend upon lower passenger rates, but it does depend upon freight rates low enough to enable the producer to market the products of his farm, factory or mill at a profit, and we are willing to stand upon the record we have made, being always ready to adjust our tariffs to the necessities of commerce, be the margin of profit never so small.

"The interests of the people and the railroads are so closely interwoven that they cannot be considered separately. The railroads cannot be operated to the injury of the State without operating to their own injury. Their business is prosperous in proportion as it is conducted on business principles. The right of compulsory public use of the railroads, the United States courts have decided that under pretense of regulating fares and freights the state cannot require a railroad corporation to carry persons or property without reward. Neither can it do that which in law amounts to the taking of private property for public use without just compensation or without due process of law."

## CHRISTIANITY SUBSTITUTES.

### Rev. J. F. Ghormley Preached on the Futility of Such a Search.

Rev. J. F. Ghormley preached at the First Christian Church last evening on "Modern Substitutes for Christianity." He chose as his text I John, iv, "Beloved, believe not every spirit, but try the spirits whether they are of God; because many false prophets are gone out into the world."

In part, he said: "The world in every age has had an abundance of false prophets, who 'being ignorant of God's righteousness, and going about to establish their own righteousness, have not submitted themselves unto the righteousness of God.' Here is the rule by which teachers of religion are to be tried: 'Hereby know ye the spirit of God: Every spirit that confesseth that Jesus Christ is come in the flesh is of God; and every spirit that confesseth not that Jesus Christ is come in the flesh is not of God; and this is the

spirit of antichrist, whereof ye have heard that it should come, and even now already is in the world.' "The question might be asked, if the world does not need substitutes for Christianity? We are told that science is bringing a new revelation to man concerning himself. We are told that man sojourning in the animal kingdom untold millions of years before he came into his present estate, when he came into possession of inventive genius, and his further bodily development was doomed; that as man has in his body many of the relics of the animal kingdom—the gill-slit of the shark, the head of a tiger and a bear—it is not unscientific to suppose that he will play the shark, and will possess the spirit of the tiger and the bear; that sin came into the world, not from having received a law from above and disobeying it—but from the residuum of the animal in man. There can be no such thing as pardon, according to this theory.

"Christianity rests upon no theory. Sin is in the world, whether by the way of the shanties of the fallen angel. Sin is the transgression of law, and man is a moral being. He is capable of receiving law and obeying it. But if he disobeys and falls, then what? The doctrine of the fall of man is established by testimony which cannot be called in question. The angels fell, and that boy once pure—the prince and joy of a Christian home—has fallen. The only remedy is 'pardon.' But who can forgive sin? Forgiveness or pardon rests in authority. But who has authority? Sin is no invention of theology, neither can it invent the power. What power will science substitute? And what evidence can it furnish the world that its substitute will be effectual? It is scientific to affirm that any scheme of redemption which science may invent will bear upon it the imperfections of the inventors. This is a faithful saying that Jesus Christ came into the world to save sinners, and there is no other name given among men whereby the world can be saved. He is God manifest in the flesh. He is the fullness of the Godhead bodily, and he is the power by whom we are to be forgiven. Any substitute which would be effectual would bear all the characteristics of this power and would be this power, and would not, therefore, be a substitute.

"Substitutes for Christianity have never shed any new light on the problems involved. But departing from him who is the way, the truth and the life, they have been lost in the fogs of mysticism on the high seas of human speculation, and the wrecks of their stately ships are found upon the rocks and reefs, driven thither by the storms of passion."

The pulp of the First Presbyterian

## AMERICA IS LEADER.

Berlin Paper Says It Controls the World's Financial Affairs.

## VEIN OF COAL DISCOVERED.

It is Located Near Pendleton, and Will Pay to Work.

PENDLETON, Or., Feb. 10.—In view of the extensive prospecting that has been done, a report of the finding of a paying vein of coal on the ridge between McKay and Birch Creeks, a few miles south from Pendleton, has occasioned considerable interest here. It is increased by the report coming from Walls Walla of the discovery of a vein of coal in the mountains to exist in the Birch Creek country, and last summer an agent of foreign capitalists came to secure leases on 20,000 acres of land in that locality.

### \$1400 Pledged to M. C. A. Building.

OF THE \$2000 asked for by the directors of the Y. M. C. A. for the new building, \$1400 has been subscribed under agreement that unless the entire amount is secured by February 15, none of the pledges are to be collected. The committee is putting forth every effort to raise the remaining \$600. The Women's club expects to secure \$1000 towards the fund, and the balance, \$400, it is thought can be easily secured.

# EVERYTHING REDUCED

Even Postage Stamps—selling 13 two-cent stamps for a quarter.

## Our Fourth Annual Reduction Sale

is now on. Cutting prices on everything. Bargains in fine ladies' and gents' purses, cutlery, druggists' sundries, patent medicines, etc.

You always save money by patronizing  
**Laue-Davis Drug Co., 3d and Yamhill**  
RELIABLE LOW-PRICE DRUGGISTS

church, recently made vacant by the resignation of Rev. J. K. Buchanan, will be filled by Rev. Mr. Diven, of New Brunswick, N. Y. If the latter accepts the call which has been extended to him, Mr. Diven has preached a trial sermon to the congregation here, and, having been called, has returned to his home in New Brunswick to consult his family. It is expected he will accept. Rev. J. K. Buchanan has removed to Goldendale, Wash., to serve the church there.

## Much Litigation Over Small Case.

With seven acres of land as the property involved, a case has been on trial in the Circuit Court here this week for the third time. The defendant won the suit. Hundreds of dollars have been expended by each party to the litigation, in lawyer's fees and court costs. It is styled First National Bank of Walls Walla vs. Donald McDonald, the boundary line between the farms of J. R. Killgore and George Carmichael being the point at issue. In the three trials, the time of the court has been taken up for a total of no less than 10 days, although the value of the disputed seven acres can not be more than \$1000. John L. Sinsperlein, of Walls Walla, and A. D. Stillman, of Pendleton, are the bank's counsel, and Judge A. S. Bennett, of The Dalles, and Thomas G. Halley, of Pendleton, are counsel for the defendant. The plaintiff will appeal to the supreme court.

## AMERICA IS LEADER.

Berlin Paper Says It Controls the World's Financial Affairs.

BERLIN, Feb. 10.—Foreign buying was the feature of the week, the market showing a growing interest for foreign notes, particularly Argentine. The market for American railway shares was firm, but more quiet.

The general firmness of the market is variously explained. The *Voeitische Zeitung* sees the chief cause in the two great financial operations involving the Union Pacific Railroad and the steel combination, "America," it says, "has gradually seized the leadership of the world's financial affairs, and Europe has grown accustomed to receiving its chief impulses from the business movement beyond the Atlantic."

The Berliner Tageblatt sees in the steel combination "a sharpening of American competition with German industry which cannot be overestimated."

The London exchange, being so near the gold point, the market fears gold exports. The Chambers of Commerce and the manufacturers' societies of Rhine countries have adopted a resolution in favor of better protection against foreign hardware, especially American. The resolution emphasizes the fact that the American pig-iron is 50 per cent cheaper than German.

### Fairly Good Week in London.

LONDON, Feb. 10.—On the whole the business of the stock exchange last week was fairly extensive. Prices were firm, with substantial improvement in some cases. The monetary situation continued to improve.

The reduction in the Bank of England's rate was intended possibly to help the new issue of 3 per cent bonds, £11,000,000 which will be bid for them, but at the same time the measure was necessary on other grounds.

Americans still lead in the market and continue to show remarkable strength, the advance for the week ranging from 1 to 8 points. In this rise the leading shares were Union Pacific, Wabash, Denver & Rio Grand, and Santa Fe. Yesterday, in

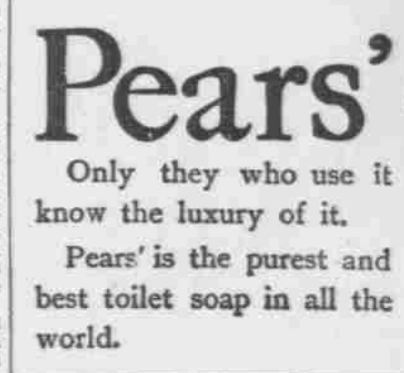
	Our price.	Worth
Castoria	.....25c	35c
Genuine Syrup Figs	.....30c	40c
Porous Plasters	.....3c	5c
Swan Down Face Powder	.....1c	15c
Swan Down Toilet Soap	.....1c	50c
Persons	.....75c	1.00
Pinkham's Compound	.....75c	1.00

World's Bicycle Record Broken.  
FRESNO, Cal., Feb. 10.—The first race on Fresno's new velodrome, built by the National Racing Association, took place this afternoon. Results:  
One mile, scratch—Lawton won, New York second, Turville third; time, 3:25.  
Earl Kiser, of Dayton, and Arthur Stone, of Denver, rode in two motor-paced heats of a five-mile pursuit race, Kiser winning both the first, in 8 minutes 10-1/2 seconds, and the second in 7 minutes 55 seconds. The last lowered the world's record for a motor-paced five-mile race on an eight-lap track. The day was perfect for racing, and 1500 people watched the sports.

J. Y. Chestnut, a farmer and grower of blooded cattle in Whitman county, demonstrated the profit of breeding pure-blood cattle, when he sold two calves each 11 months old, for \$60. The calves were sold by weight at 4-1/2 cents per pound on foot, and weighed 137 pounds. Both were high-grade short horns and had been fed hay and barley chop after being weaned. The price obtained is about the average price paid for three-year-old steers.

# Pears' Soap

Only they who use it know the luxury of it.  
Pears' is the purest and best toilet soap in all the world.



when it's H-O there's none to spare  
Hornby's Steam Cooked Oatmeal

## RAILROAD ROUTES FOR THE NEHALEM COUNTRY.



Three railroad lines are now under way to the Nehalem Valley, the Goble, Nehalem & Pacific, the Northern Pacific and the Portland, Nehalem & Tillamook. The latest to declare its purpose of going through to the Lower Nehalem and Tillamook Bay is the first one that was started for that country, the river and Goble, which has its base on the coast and also connects with the Northern Pacific track, thus giving it both water and rail entrance to Portland. The total length of this route is about 125 miles between Portland

# A New Life.

The nervous system is the fountain from which flows the very essence of life. The strength of the muscles, the impulses of the heart, the motion of the blood and the power of the brain are derived from the nerves. When overwork, worry, sickness, strain, anxiety, loss of sleep or improper diet have worn out the nervous strength the whole body suffers. Headache, loss of appetite, nervousness, irritability of temper, insomnia, depression of spirits and general weakness and debility follow. There is a new life, new strength and restored health for those who seek relief in the right way. DR. MILES' NERVINE offers the quickest, surest and best relief for a worn-out nervous system. Try it.

"I was nervous, had headaches and could not sleep or rest well at night. My legs and arms had a creeping numbness and I was so weak I could hardly walk. The doctors' medicine did not do me any good. I tried a sample of Dr. Miles' Nervine and it relieved the creeping feeling and made me sleep. After using five bottles I was entirely cured." A. H. BASSER, Balmora, Minn.

## Dr. Miles' Nervine

soothes the tired brain, quiets nervous irritation, stimulates the digestion, brings sweet, refreshing sleep, and puts new life and vigor into the whole system.

Sold by druggists on a guarantee. DR. MILES MEDICAL CO., Elkhart, Ind.

## Maryland Club

Pure Rye Whiskey

It tastes old because it is old

CAHN, BELT & CO., Baltimore, Md.  
FLECKENSTEIN MAYER CO., Sole Distributors  
Portland, Oregon