

SAME OLD STORY

No Change in the Senatorial Contest at Salem.

DEMOCRATS NOW FOR INMAN

Minority Republicans Still Dallying With Herrmann—Steady Corbett Policy Begins to Tell.

SALEM, Feb. 13.—If there is any change in the senatorial fight, it is not at all visible on the surface. The Democrats are now for Mr. Corbett, and will stay with him until further notice. The minority opposition is at present Mr. Herrmann, and so far as the rank and file know, they will vote for him tomorrow. The Corbett forces are for Mr. Corbett and know exactly what they are going to do tomorrow, and the next day and the next. Herein lies the great strength of the Corbett campaign. His supporters are pursuing a steady and consistent policy and the opposition is not. It is a remarkable thing that every man who votes for Mr. Corbett on the first day has voted for him on every ballot since, and the accessions have been steadily loyal. The opposition has made one error in thinking that the Corbett vote were not well in standing steadfast by him, and that they could be shaken and scattered at some time in the contest. Now they have found out that the Democrats are beginning to talk about the duty of the Legislature to elect before final adjournment. The Corbett people agree to this and declare that the man to elect above all others is Mr. Corbett. A wild rumor found general circulation in the lobbies this morning that the Republican opposition had decided to unite with the Democrats at noon in support of Senator Inman, but the rumor is completely unfounded. It is an advertisement of the willingness of the minority to combine with the Democrats to defeat Mr. Corbett, it was significant.

DEMOCRATS VOTE FOR INMAN.

They Change Their Support to Multnomah Senator. SALEM, Or., Feb. 13.—The only feature of the joint convention today was the withdrawal of William Smith as a candidate for Senator, and the transfer of the solid body of Democratic votes to Senator Inman, of Multnomah. The trail for the new course of Democracy had been blazed yesterday, when three Democrats declined longer to support Senator Smith, and expressed their preference for Mr. Inman. Mr. Smith was not at all selfish, and had been ready at any time to get out of the way of any other deserving Democrat; but the Democratic management feared that the procedure of switching some votes might be lost to Mr. Mitchell. This grievous mischance did not happen.

Before the balloting began today Representative Whitney, chairman of the Democratic caucus, arose and said: "We have been balloting for United States Senator for many days, and our forces have stood solidly for one man. I am directed by Hon. William Smith, of Baker, to withdraw his name as candidate for United States Senator. Mr. Smith will not be our candidate for today."

Mr. Whitney gave no indication of what the Democrats intended to do, and there was a little gossip around the hall to the effect that they were at last going to Mitchell; but they did not. The second name on the roll is Representative Allen, of Clatsop, and when his name was called he responded with "R. D. Inman," and all the other Democrats followed suit, except Mr. Inman himself. He voted for W. E. Robertson, of Portland. This is the first time, by the way, that Senator Smith has had a choice of vote. He has heretofore remained silent when his name was called.

Senator Booth led off for Blinger Herrmann and all the opposition followed. Representative Roberts, however, again voted for George H. Williams. Representative Hemenway, who is sick, was the only absentee.

The result today was: Blinger Herrmann, 22; George H. Williams, 12; R. D. Inman, 23; W. E. Robertson, 1; Absent, 1.

Other Deadlocks. HELENA, Mont., Feb. 13.—The vote on Senator today showed no material change, resulting as follows: Mantle, 23; MacGinnis, 25; Frank, 21; Conrad, 2; Toole, 1.

LINCOLN, Neb., Feb. 13.—The following vote was taken on United States Senator today: Allen, 61; W. H. Thompson, 51; George A. Curtis, 23; D. E. Thompson, 23; McKeljohn, 21; Halmer, 5; Hinshaw, 14; Kinkaid, 4; Martin, 3; Rosewater, 14; Scattering, 8.

Nine ballots were taken, and the result was as follows: D. E. Thompson made a gain of three votes over last night. The other changes were unimportant.

IN THE SENATE. Much Business Done—One Measure Recalled. SALEM, Or., Feb. 13.—The Senate was called to order at 10 A. M. Senator Hunt introduced a bill regulating street railroads in Portland. The bill was read three times and passed.

Senate bill No. 14, by Stalner, to correct the description of the boundary of Wheeler County, was passed.

Senate bill No. 145, by Booth, to protect hotel and boarding-house keepers, was passed.

By Smith, of Multnomah, relating to escheated estates.

By Smith, of Multnomah, to create the office of Clerk in Justice's Court in Portland.

By Williamson, to fix the salary of the District Attorney of the Seventh district.

By Sweek, to amend the charter of Sherwood.

By Mulkey, to prevent brush and other debris from being thrown into the public roads, and left there.

By Sweek, to amend the charter of school superintendent of Columbia County.

Senate bill No. 23, by Mulkey, to amend section 250 of Hill's code, relating to guardians of insane persons, was passed.

NO HOLIDAY AT SALEM

FEBRUARY 22 WILL BE WORK DAY FOR LEGISLATURE.

Proceedings Likely to Be as Usual, Because the Session Ends on That Date.

SALEM, Or., Feb. 13.—Washington's birthday (February 22) is a legal holiday, but it is not a Legislative holiday unless the Legislature by specific act chooses to make it so; and obviously one Legislature cannot be another of observance of the day. Therefore, any assumption that the present session is in any way obliged to suspend proceedings one week from next Friday has no basis in fact.

It is chosen, but inasmuch as Washington's birthday happens this year to fall on the fourth day of the session (the usual day of adjournment), it is probable that business will be proceeded with much as usual. The constitution of the state, by the way, does not limit the session to 40 days; but what is much more important, it does limit the total compensation of each member to \$120 a day; therefore, few Legislators can be expected to be so self-sacrificing as to work long for nothing. Final adjournment will be reached either Friday or Saturday of next week.

While the House extended the courtesies of its floor to the railroad attorneys for the purpose of presenting their views, the Senate takes a different position. This morning it was proposed to invite Fish Commission members to explain the Oregon City subway bill, but the President declared that under the rules it could not be done. The House rules are the same, and if this construction is correct, the House cannot do so.

The Governor today signed the Barrett bill, providing that school districts may have any and every kind of school, and that the Barrett bill exempting judgment debtors with families from execution as against 30 days' wages. Both measures are now laws.

Senate bills passing that body were today, through the courtesy of the House, advanced through the preliminary readings and sent to the committee on the committee. This was done under suspension of rules and occupied considerably more than an hour in time. Senate bills in the House are now in the usual course pursued each session of the Legislature, as the close draws near, and gives members in both houses a chance to get their names on the roll.

A goodly number of the bills will reach little or no advantage through the advancement, but some few will reach action that otherwise would have had small show for final consideration.

The House this afternoon extended the courtesy of its floor to Hon. William McClellan, ex-governor of the Oregon State Senate, ex-governor of Idaho, ex-United States Senator of Idaho and now special agent of the Interior Department. Mr. McClellan formerly lived in Yamhill County.

Speaker Reeder, calling Eddy to the chair, today took the House floor and asked the members to get in line. Mr. McClellan's bill was taken up, providing for the transfer of 620 acres of land in Union County, owned by the state, to the State Agricultural Experiment Station, to be established thereon, as provided by the bill. Every member present voted in favor of suspending the rules so that the bill could be considered.

Mr. McClellan, in his speech, stated that the bill was introduced by him, and that he had been informed by Governor Clegg that this work would accomplish the end and purpose of the bill. Mr. McClellan was invited to inform the Senate as to his opinion of the situation. President Fulton ruled this out of order, and the matter went into the lobby to find Mr. Reed. On his return he stated that he had been informed by Commissioner Reed that the measure met his approval and would be beneficial.

When the roll was called a number of Senators stated that they would require more definite and more complete information before favoring the bill. The bill was defeated, but was later reconsidered after further information having been secured, and was passed by a vote of 17 to 3.

House bill No. 175, providing for the appropriation of water from lakes and running streams for the purpose of irrigation, introduced by Representative Reavis, of Wallowa and Union Counties, passed the House today. Mr. Reavis explained that the intent of the act was to amend the law of 1882 on the same subject and to provide that, in condemning land for right of way for ditches and so on, it shall not be necessary to wait for the decision of the court as to the amount of damages, but the corporation shall have the right to commence immediate construction by executing a bond for the payment of the damages which shall be awarded, to be passed upon by the court.

The bill pertains to the whole state, but will principally affect the dry regions in Crook, Klamath, Harney, Lake and Wallowa Counties.

At the evening session of the Senate the reading of House bills was made a special order and a large number were read twice under suspension of the rules and referred to their proper committees.

The Multnomah delegation has evidently come around to Senator Joseph's way of thinking as to the disposition of the local court authorized by the Joseph bill prescribing the duties of Auditor, and providing for his biennial elec-

FOUGHT OVER AGAIN

Anti-Railroad Debate in the Oregon House.

Measure Which Would Increase Liability of Railroads for Injuries to Employees Failed of Passage.

SALEM, Or., Feb. 13.—The anti-railroad agitation dies hard. The matter was fought out all over again in the House today, when several follow-servant measures came up for consideration. The fight, so far as its leadership was concerned, took exactly the same lines as heretofore, and the result was the same.

House bill 90, by Poorman, fixing liability of railroad corporations for injuries to employees, was the first to come up on special order.

Representative Poorman, who is an old railroad conductor, explained the purpose of the bill. "It is but justice to the innocent employee who is hurt through the act of a fellow employee," he said. "It is certainly fair to the company, and fair to the employee. The train man, in addition, who has to work more than 16 hours at any one time, is incompetent to do his duty. It is provided, too, that railroads shall be compelled to block frogs—a thing that railroads often do of their own accord, as they have done in the terminal yards at Portland, to prevent men being caught in the angles. It is provided that no employee can be obliged to join any insurance company formed by the company, and pay the premium, or any other society, except hospital associations." Poorman explained at some length the necessity of requiring railroads to furnish train crews large enough to handle trains, and dispensed of the provisions of the former bill that two brakemen are just as competent to handle a train of 65 cars as two cars.

Robertson of Wasco said he had no doubt that the measure would be passed by the law was good, but he thought it would be best to start off right. As it now appeared to him, they were running on the wrong track, when an attempt is made to say just how long any man shall work. "Next we will be hearing of fixing the number of hours a herder can herd sheep," he said, "or the number of sheep he will be allowed to herd, or how many lines a teamster must use in driving his horses. The bill, as it now stands, is unjust. It might do for the little dinky roads, but it would be a great injustice to apply it to a great transcontinental road."

Dresser of Clackamas said he believed not only in the protection of employees, but also of employers. Without the latter there would be no work for the former. While there were some good features in the bill, there were others that did not commend themselves for support—like that making the railroad liable for all damages. "The bill really commands the railroads to do something that is impossible," he said. "The bill makes a railroad company liable for something it cannot help even with experienced men, though ever so careful. A company has no right to be asked to insure against something it has no power to divert."

Colvig of Joseph spoke in favor of the bill. He contended that the railroad companies should be held liable for injuries sustained by their employees; if not, it would be only fair that the employees should carry a similar liability, and be made immune, or protected, in some way against accident.

Harris of Lane was in favor of passing the bill. He believed it is just and a necessary measure. Let us, he said, had been passed, in the kind of the states. There is nothing objectionable to such a measure and it should pass. The bill failed to pass.

The vote was: AYES. Allen, Colvig, Driscoll, Hahn, Harris, Higgins, Holcomb, Inman, Mattoon, McAllister, Barrett, Edwards, Black, Briggs, Carter, Cavanaugh, Dwyer, Eddy, Edson, Emmett, Eiler, Grace, Harman, Hawkins, Hume, Keene, Kink, Kirk, Absent—Heltkemper, Hemenway, Merrill, Stewart-4.

NOES. Kruse, Lemmon, McCracken, McGee, Nichols, Nichols, Nottingham, Osborne, Reavis, Schumann, Smith, Marion, Vincent, Multnomah, Story-20.

Disinterested Public Opinion on Senator in Coos County. At this writing the deadlock at Salem still continues. Mr. Corbett, the leading candidate, has not enough votes to elect, and the scattered opposition shows no disposition to unite upon any one. The two houses meet in joint session and vote, and the Senators file back to their end of the Capitol to wait until time for the next repetition of the fact.

The periodical recurrence of just such situations is extremely exasperating. Whatever may have been the object of the framers of the constitution, the system of electing United States Senators, the people have a right to expect that the Legislature will perform the duty with the least possible delay consistent with good government, and that the checks are never in the interest of the people, or even of the dominant party, but are only the result of a struggle for personal or factional supremacy.

While caucusing is not of itself a good system of government, yet in cases like the present it seems the only practical way of settling the difficulty. The place to fight out this struggle in the party is in a party caucus. Then let the strongest man win.

Any call upon the opposition to help solve a Republican difficulty is childish. Let the Republican members go into a Republican caucus, make their fight there, and let the result be accepted as gracefully as they can.

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The street-car vestibule measure, introduced by Representative Heltkemper, has been nervously and recommended for passage. An amendment is that street-car companies shall provide their cars with vestibules during the months of November, December, January, February and March, such as will afford reasonable protection to motormen and conductors from wind, snow and rain. Another amendment allows the companies until January 1, 1901, to arrange their cars. With these amendments, it is stated that the companies will not oppose the bill. Senator Mays introduced a similar bill in the Senate.

The bill by Representative McCracken to constitute Vancouver avenue a county road from the north line of North street to the north line of the northern city boundary, has for its object the keeping of the roadway in good repair, so as to make a good road all the way to the Columbia River. It is stated that the city has not taken care of this part of the avenue, which is in bad shape, and the county would not do so, because it did not have authority. The bill has not yet been reported on.

The other night several citizens of Sellwood appeared before the Multnomah delegation and asked relief in the matter of street-car fares. The Oregon City electric line charges 10 cents from Sellwood to Portland, and it was desired that a provision be inserted in the charter requiring no greater charge than 5 cents. No other street-car line charges a higher sum. After consultation it was thought best to introduce a special bill making the fare from Sellwood to Portland 5 cents for any company to charge more than 5 cents for a continuous trip in any one general direction. This was done by Senator Hunt this morning, and the bill was passed without opposition. It underwent the same rapid movement in the House, and now awaits the Governor's action. The bill provides that no street railway company shall charge more than 5 cents for one continuous trip between points within the corporate limits of Portland, and fixes as a penalty a fine of not less than \$50 nor more than \$100 for each violation of the act. The bill passed both houses by unanimous vote.

Mulkey's dog tax bill seems to have been defeated on the ground that it would be unconstitutional. Nearly every member who has voted against it stated that he favored the principle involved, but believed it unconstitutional because it is a bill for raising revenue, and should originate in the House of Representatives.

In the House today Whitney of Linn asked that the committee on counties be relieved from further consideration of Senate bill 125 during the session. The bill between Linn and Lane Counties. Harris of Lane inquired what object the member from Linn had in view. "So we can pass the bill," was the prompt response.

Smith of Marion interposed objection to taking up business out of the regular order. The motion of Whitney was defeated, and the committee on counties still keeps the Linn-Lane boundary bill within its grip.

When Brownell's bill for the election of district assessors came up in the Senate this afternoon, Brownell said, in support of his measure, that he had no personal interest in the bill, but for the good of the general public, he would like to see it passed. The measure had been favored for many years by the Oregon State Grange, and by farmers generally. The argument they urge is that a resident of each locality is best able to place a true valuation upon the property of his precinct. The farmers have come to believe that the County Assessors tend to lean too much toward certain large financial interests with the result that the farmers bear the greater portion of the burdens of taxation.

Smith of Baker advocated the passage of the bill, saying that a precinct assessor would be acquainted with the property owned in their several precincts, and would be able to make a more complete assessment than does a county assessor. Booth of Lane expressed the opinion that under such a law as is proposed by this bill, there would be the same incentive to low valuations that now prevails.

The bill was made a special order for tomorrow, at 10 o'clock A. M.

Sweek's bill regulating insurance companies, which passed the Senate today, amends the present law so that a company which buys out another company and operates both corporations as separate companies shall be entitled to have only one agent in each city, the same as though both companies had been consolidated.

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