

HE GIVES HIS REASONS

MR. FULLER TELLS WHY FOUR MEN WERE LET OUT.

General Belief Prevails That Street-Car Trouble Will Be Settled Without a Strike.

The alleged strained relations existing between the Portland Railway Company and its employees has not thus far resulted in any serious talk of a strike, but it is likely that the recent discharge of four men by the company will be taken up and discussed thoroughly at the regular meeting of the street-car men's union, Saturday night. It is hardly a topic of earnest discussion among the men themselves.

As yet the situation is not grave, and the managers of the road and the union members unite in expressing the belief that no strike will occur. There is a decided disposition among the union men, however, to insist on at least one of the discharged employees, R. O. Gilliland, be taken back. How far this sentiment will be carried out remains to be seen.

The only development in the situation yesterday was a statement on the part of Superintendent F. L. Fuller, of the company, as to the reasons for discharging the men in question. Said Mr. Fuller: "I dislike very much to go into the newspapers with a statement of our own private business. I have discharged men for less serious reasons many times heretofore, and no attention was paid to it by any one. Nobody thought anything of it, nor was it questioned by the men themselves."

"I will say at the outset, however, that no man has been discharged because of his membership in the union. I have no evidence that three out of the four men whom I let out on Monday are members of the union. It is true that I have heard that Mr. Gilliland, one of the men, was president of the union, but that had nothing to do with his discharge."

Used Intoxicating Liquor.
"Three of the four men let out for the use of intoxicating liquor. These were J. McLaughlin, J. Dennis and E. L. Harmon. The use of liquor has always been a reason for discharge upon our lines, and always will be. I have discharged many men in times past for it, and probably will have to do so in the future."

"The immediate cause of Mr. Gilliland's discharge is found in the fact that he made misrepresentations concerning the management of the company in the presence of passengers on the street cars which he was employed. These misrepresentations were of a character tending to disturb the discipline of the road. I said that this was the immediate cause of Mr. Gilliland's discharge. There were other causes, dating back some time. The fact that he was a member of the union, and its president, however, had nothing to do with his discharge."

"The company has not announced what its future attitude toward the union will be. We did express our disapproval of it subsequent to its formation, but our policy will be in the future, however, we have not yet indicated."

"In conclusion I wish to say that each man was given a specific reason for his discharge at the time it occurred. There has been no attempt at concealment on the part of the company."

Mr. Gilliland, who, when corroborated, Mr. Fuller's statement, many particulars, although denying that he had given just cause for his discharge. He said: "Shortly after the union was organized, I understood that Mr. Fuller kept calling the boys in, one by one, and talking to them about it. He did not call me in for several days, and one day when I had determined to resign, I said to some of the boys that I would go down and see Mr. Fuller, for fear that he might think I was shunning him by laying off. I had nothing to do with his discharge, and had quite a talk with him."

"On Tuesday evening he called me in, and told me that I had made statements against the company in the presence of passengers. I understood that he seemed to doubt my word, which hurt me more than the discharge which followed. He wound up by telling me that he was satisfied I had been working against the road's interests, and that he had to quit. I am satisfied that false statements have been made to Mr. Fuller about me, and that he has believed them. I have not worked for the road for years, and have never worked against its interests or said a word against it."

Origin of the Union.
As stated in The Oregonian yesterday morning, the first organization of street-railway employees was on the Portland City & Oregon (East Side) Road, some weeks ago. It was caused by the fact that that company sought to make its employees furnish a bond. The union then organized, and was a purely local affair, and had no affiliation with the national body, nor has it yet. It succeeded, however, in inducing the company not to adopt the bond system.

Subsequent to this controversy on the East Side road, it is said, the rumor was spread among the road and the Portland Railway Company that the latter intended to force the bonding plan. At that time the proposal to form a union among the Portland Railway Company's employees was broached, and agreed to by Mr. Gilliland. It is said, at first opposed the formation of a union, saying it was unnecessary, and that he believed that the company would not attempt to force its employees to give a bond.

The sentiment among the men was in favor of forming the union, however, and Mr. Gilliland yielded. He was elected president. It was agreed, it is said, at this meeting, to oppose the bonding system, and to maintain the organization until some occasion should arise when it would be necessary to unite for mutual protection.

The union as then organized embraced only employees of the Portland Railway Company. The union affiliated itself with the Amalgamated Street-Railway Employees of America, and also joined the Federated Trades Assembly of Portland. It elected delegates to the latter body, who were regularly seated.

Fuller Against the Union.
It seems that Mr. Fuller was out of the city at the time the union was organized, but upon his return he was made to have manifested a decided interest in its organization and doings. He is said to have called several members in separately and discussed the matter with them, expressing his disapproval of its existence.

The union men profess to believe that Mr. Fuller himself is not radically opposed to the union. They rather incline to the belief that his action was prompted by a general desire on the part of the officers of the various street railway companies in the city to prevent the organization of unions, and that these which are affiliated with national bodies is a matter of fact, the Portland Railway Company never attempted to adopt the bonding system.

The organization of the union was the topic of much conversation among the men, and excitement ran high when the three members of it were discharged, despite the fact that reasons were assigned in each instance for their discharge.

A committee representing the Trades Assembly called on Mr. Fuller yesterday afternoon, and asked to discuss the trouble with him. His answer was that the street car company had received no complaint from any of its men, and that until it did, it could not confer with

anyone. The Federated Trades Assembly will take no further action unless it is requested to do so by the street-car men. Then it will make a full investigation into the matter on its own responsibility, and take such action as it sees fit.

The assembly meets tonight, and the street railway employees met until tomorrow night. This circumstance will probably prevent the matter being taken up at tonight's meeting of the assembly. A special meeting of the street-car men's union was held Wednesday night, but no action was taken, other than an informal discussion of the trouble.

Must Obtain Consent.
The Portland Union of Street Railway Employees is a division of the Amalgamated Street Railway Employees of America, and before it can strike is an official body it must secure the consent of the national executive board. A prominent man in labor union circles stated yesterday that the matter of obtaining permission to strike was a rather complicated one. The local division, he said, would have to refer its grievances to the national executive board; then that body would in all probability send a representative to Portland to examine into the grievances, and report back. The national executive board would then consider the matter, and determine for itself the justice of the Portland men's alleged grievances. In case they found for the men, they would order a strike. If they found otherwise, they would refuse permission.

"If the local union were to strike without permission," he continued, "it would either be suspended from the national organization, or else the latter would refuse to lend it official support to the strike. The latter proposition would mean that the striking employees would not be allowed strike benefits."

It is claimed that the national organization does not compel its members to go out on sympathetic strikes. Further than this, local union men claim that when the Portland railway employees formed their organization it was expressly stipulated that there should be no sympathetic strike of any kind.

There will probably be no further developments in the situation until after the meeting of the Union Saturday night. Action may be taken at the Federated Trades Assembly tonight, but this is exceedingly doubtful.

INDIAN WAR CLAIMS.

No Scrip Issued as Pay to Volunteers.

PORTLAND, April 4.—(To the Editor.)—In today's Oregonian, some gentlemen from Salem under the name of "Indian War Claims," in his endeavor to give information, he misleads instead of throwing light on the subject. As a rule, no "scrip" is issued on account of pay for services of the volunteers. In the way of 1855 and 1856, referred to, the majority of the companies were discharged by proclamation of the governor. Most of them received written discharges giving the days served, but many did not so much as receive a discharge.

"Scrip" was issued for services rendered by packers, teamsters and quartermasters' clerks and for all goods, merchandise, horses, forage, etc., bought for the service. This, as a rule, was sold or assigned to other parties, and of this, as well as for services of volunteers, collected on their discharges much was never paid over to the rightful owner.

The Territory of Oregon by act of the Legislature has provided that full rates these volunteers \$2 per day for their services, and \$2 per day for use of horses. The third Auditor ignored the report of the commission authorized by Congress and approved by the President, and paid the volunteers \$18 per month and \$12 per month for use of horses in place of \$60 per month, in each case so agreed to by the territory.

"Scrip" was issued for advances made to these volunteers, such as blankets and clothing, a very unjust rule was adopted. The third Auditor only paid 33-1/3 cents on the dollar for all such scrip, and charged them up to the full rate. This was a piece of "cussedness" that could find no justification. They should have paid the merchants full price for the various articles, and then given the volunteers the benefit of the have."

"Now as to the bill introduced in the last Legislature to pay these men the balance due them for service was only an act of justice. It was a bill to pay what they were entitled to, and what they were entitled to in the future is the right to sue the State for the difference between what the Territory agreed to pay them and what the government actually paid."

A united effort will be made at our next State election to elect only such men as will pledge themselves to support an act to enable Indian war veterans to sue the State. They only want what is legally their due, and certainly no citizen of Oregon will say that they should not have what legally and justly belongs to them. Give them a right to test their claims, and they will be paid. You would feel that it was a great outrage to be swindled by the State and barred from all legal redress. There was only one way to remedy this, and that was to sue the State. This will be reduced, as the officers received their full amount. There was all told \$30,000 of service rendered. Each veteran lost \$1.40 per day. This would give us a total of \$42,000.

If the State paid the United States would have to refund the money. It has uniformly done so with other States. When Oregon was admitted to the Union, the nation assumed the payment of her territorial indebtedness and proceeded at once, as we have said, to audit these claims through a commission and then to reimburse them through the United States. They paid a meagre portion of what was justly due. The nation is responsible for all the acts of the Territorial Legislature of Oregon. The act that organized the territory reserved to the United States Congress veto power over all acts of the Territorial Legislature.

In this way, all territory acts not vetoed by Congress, and also joint resolutions of the Governor and the Secretary of the territory who signed the various acts of the territory and called out volunteers were appointed by the President and confirmed by the Senate, hence the federal officers, and their acts in protecting the lives and property of the citizens were legitimately the acts of the nation.

The State cannot afford to wrong these men. Nullifications and repudiations of honest debts in an individual or a nation is a crime that no honest man can justify. It would not require one-half the above sum to meet the obligation the States must in honor pay, as the more than half of these veterans have not left a widow or a child to claim their rights.

I am certain no veteran, pioneer or native son could sink so low as further to swindle these old veterans by withholding from them at least the right to sue the State and determine what their rights are.

T. A. WOOD.

Mr. Coulter Commended.
PORTLAND, April 4.—(To the Editor.)—Great credit is due Brother Coulter, of the United Brethren church, for his declaration that it ought to be the duty of the church to look after even the material welfare of man. If a minister of the church has not as much influence in the community as a ward politician, or almost any man, what is the minister good for, and what is his influence worth? If a man is without employment, what use has he for the church? Can he enjoy anything there? It is strange that the churches want the man's dollar, but do not care if he can earn a dollar or not.

WORKINGMAN.
The cures a medicine makes are the proofs of its merit, and Hood's Sarsaparilla makes the most.

WILL ASK BRITISH HELP

PORTLAND FAIR BEFORE THE VICTORIA PARLIAMENT.

Chairman Long and Colonel Jackson Will Ask Indorsement and an Exhibit.

City Attorney J. M. Long, chairman of the preliminary committee of arrangements for 1906 fair, and Colonel James Jackson, U. S. A., retired, have gone to Victoria to ask the Parliament of British Columbia to indorse Portland's 1906 fair, and to make arrangements for an exhibit. They expected to be given a hearing today by Parliament or one of its committees. Chairman Long is confident that the Britishers will be found willing to help the fair. This is the first move with a foreign government in behalf of the fair.

Atlantic-Pacific Exposition.
PORTLAND, April 4.—(To the Editor.)—We should aim high, even though we fail a little short. The name should take in, not only the American continent, but the whole world. I propose the following:

ATLANTIC-PACIFIC LEWIS AND CLARK CENTENNIAL.

Or if this is too long:

ATLANTIC-PACIFIC EXPOSITION.

By Atlantic-Pacific, all shores washed by these oceans are included in the name, and all the territory between them. Atlantic-Pacific shows the drift of progress from Atlantic to Pacific. Lewis and Clark's names should be remembered, and by giving it the historical significance in name as well as in purpose, it stands more show of government support.

Trans-Montane Centennial.

PORTLAND, April 4.—(To the Editor.)—A name for the 1906 centennial exposition that is comprehensive enough to include all that part of the continent which was opened up by Lewis and Clark, which seems to me to be all the territory west of the Rockies, can be found in the words "Trans-Montane Centennial Exposition."

ARTHUR E. THORNTON.

Name Makes No Difference.

PENNINGTON, Ore., April 4.—(To the Editor.)—Name the greatest fair of the century: The Lewis and Clark Oregon Country Centennial, or The Lewis and Clark Where Road to Oregon Centennial, provided you are not satisfied with the latest title as suggested and announced in The Oregonian, which, I think, can hardly be improved upon. What's in a name anyhow? This show is bound to be a success, as it is a monument of the greatest achievement of the nineteenth century. C. S. JACKSON.

Adopt an Easy Name.

SCAPPOOSE, Ore., April 4.—(To the Editor.)—The name of the proposed exhibition should be expressive and comprehensive, a name easily remembered and, above all, easily spoken. It should convey to the Easterner and to the West what it is and it should not be a tongue-tie. Such a name I beg to suggest. It is:

THE PACIFIC SLOPE AND ORIENTAL EXPOSITION.

Now, don't let jealousy because of the obscurity of your backwoods suggestion stand in the way, but just adopt the above and go right ahead with your advertising. J. F. DANGERFIELD.

Names Suggested by Correspondents.

By B. Portland—

ALL-AMERICAN ORIENTAL FAIR.

By John Miliken, Portland—

GREAT WESTERN EXPOSITION.

NATIONAL GREAT WEST EXPOSITION.

GREAT WEST CENTENNIAL EXPOSITION.

WESTERN COLUMBIAN EXPOSITION.

COLUMBIA PACIFIC EXPOSITION.

By J. E. Sisson, Portland—

CENTENNIAL OF LEWIS AND CLARK EXPLORATION OF OREGON TERRITORY.

By Mary C. Bell, Portland—

AMERICAN NORTHWESTERN EXPOSITION, CELEBRATING THE CENTENNIAL OF LEWIS AND CLARK EXPLORATION.

By R. L. Portland—

THE FAR WEST EXPOSITION.

THE FAR WEST LEWIS AND CLARK EXPOSITION.

By Fred West, Seattle—

LEWIS-CLARK COMMERCIAL EXPANSION EXPOSITION OF THE UNITED STATES.

By C. H. S. Portland—

COLUMBIA LEWIS AND CLARK CENTENNIAL EXPOSITION.

By Mrs. Thomas, Portland—

THE LEWIS AND CLARK WONDERLAND AND ORIENTAL EXPOSITION.

By Vancouver, Vancouver, Wash.—

ORIENTAL AMERICAN EXPOSITION.

By —, Portland—

LEWIS AND CLARK CENTENNIAL PORTLAND, OREGON—1906.

By —, Portland—

PACIFIC BORDERLAND EXPOSITION, COMMEMORATING THE LEWIS AND CLARK CENTENARY.

It will be a "borderland" exposition in every sense, and no word in the English language has a more attractive sound to the average Eastern or European traveler.

By —, Portland—

THE LEWIS AND CLARK COLUMBIAN AND ORIENTAL EXPOSITION.

COLUMBIA-COLUMBIA-HAIL, COLUMBIA—COLUMBIA, THE GEM OF THE OCEAN.

COLUMBIA RIVER, THE GEM OF THE PACIFIC OCEAN OF THE TWO AMERICAS.

THE OUTLET AND INLET OF ORIENTAL TRADE, CONNECTING THE PACIFIC OCEAN—THE INLAND EMPIRE WITH THE OCEAN.

PREFERS THE RAIN.

Minnesota Farmer Talks Climate, the Farm and the Man.

C. L. Smith, a prominent agricultural expert of Minnesota, who has been spending the past two winters in Oregon and Washington, thinks people out here are very fortunate in the possession of a mild climate. "There may be a little too much rain in some portions of the Northwest, at times," he said, last evening, at the Imperial, "but I would rather face that snow than when it is hot and dry, that the snow drifts, and that I received a letter from my family, stating that snow had been falling for several days, and that there is still good sleighing here. It is a relief to hear that the cold they are subjected to back there, while we are enjoying such temperate weather in Oregon."

Mr. Smith, who has 80 acres of land in Minnesota, is enabled to spend several months of each year out here, as there is an entire suspension of farm work in Minnesota while the snow lies. "It will not be a full month before plowing can begin on my farm at home," he said.

When asked what he thought of the condition of farmers out here, he said: "They are prosperous as a rule, and money in the banks. Some have not so well, but there is more in the man than in the farm, when it comes to success. One farmer may be heavily in debt, and find it hard to make both ends meet, while his neighbor, across the road, may be prosperous. At Milton, I met a farmer who said it did not pay to raise grapes in that country; that they didn't grow to perfection; that there was no market for them if they did mature; and that he had given up the cultivation

of the grape as a bad job. His neighbor, a German, had another story to tell, and he said that he was well satisfied with the \$200 worth of grapes off an acre last year. This man is farming seven acres, and clears on an average \$200 a year. He finds a market in Walla Walla and Pendleton for his products, and likes to tell of his success while some of his neighbors are crying hard times."

NEWS FROM THE EAST SIDE
Sellywood Working to Get the New Woolen Mill.

The Sellywood Sub-Board of Trade, which numbers nearly 50 of the leading residents and property owners of that place, will hold an important meeting this evening at Campbell's hall, Umatilla avenue. Since the recent meeting the improvement and road committees have been hard at work, and will submit reports. Sellywood is making a strong effort to have the woolen mill located in that place. The site of the old Shindler furniture factory at Willsburg on Johnson Creek. During the past week the improvement committee invited the promoters of the mill to examine the site, and they seemed pleased with the location. One objection urged is the cost of getting saw-wood to the place. The committee is working on a scheme to remove this objection, and the prospect for getting the mill is considered encouraging. The committee has on foot a movement to get the Sellywood mill to resume operations. The mill closed down over a year ago, and threw out about 20 men and destroyed a large trade.

Two Buildings Finished.

The main buildings of the Our Manufacturing Company, on East Water and East Clay streets, are completed and the machinery is being placed in them. It is expected that work in the factory will commence within two weeks. Another building will be put on the south side of the ground in a few months. The factory has secured two monster spruces, which will be first worked up. The log on the bank is probably the largest ever brought to Portland. At the largest end it measures 3 feet in diameter. The logs will have to be split before being worked in the factory, as they are too big to be handled in the present form.

Had a Rough Trip.

J. L. Wells and Ed Dupuy have returned from a timber cruise in the Siletz country, Lincoln County. They were among the big trees, dense timber and swamps. Wells, who has been here before, said it was the roughest trip he had had for many years. In crossing the Siletz River they were ferried over in Indian canoes, which had been dug out. On one place a squaw furnished the poppling power, and the passengers sat in the bottom of the canoes. Wells said he held his breath, and Dupuy fell into the river. He managed to pull himself out, but had to spend the rest of the day in wet clothes.

Evangelical Conference.

Rev. J. E. Smith, presiding elder for the Evangelical Association, Portland district, received word yesterday that Bishop Escher will not preside at the coming conference at Sellywood, Ore. Smith is in his place. In consequence of this change of plan, the time for holding conference has been postponed from April 28 to May 1. The conference will be held at the First Evangelical Church, East Market and East Sixth streets.

Pleasant Home Notes.

Frank Cummins, who has been ill for several months, is now at the Portland hospital. He was treated some time ago by a faith curist, but was not helped. The Grangers are figuring on the erection of a two-story building at Pleasant View, near Columbia River. The building will be for the meetings of the Grange, and the lower floor will be a store.

It is reported that the oil company, represented by E. S. McCoy, will soon begin boring for oil in the Siletz country. A large number of farms were bonded and the farmers are anxious to see the derrick and boring machine.

East Side Notes.

A petition has been presented to the County Court by J. Schram and others, asking for the improvement of the cross road between the Sellywood and Sandy roads. At St. David's Church today there will be the three hours' Good Friday service from 2 to 5 o'clock. Persons entering from the church will be a hall for the meetings of the Grange, and the lower floor will be a store.

Members of Ben Butler Post, G. A. R., and their families, will be at the Portland hospital. They were treated some time ago by a faith curist, but was not helped. The Grangers are figuring on the erection of a two-story building at Pleasant View, near Columbia River. The building will be for the meetings of the Grange, and the lower floor will be a store.

Rev. Frank T. Coulter will deliver a lecture this evening on the "Causes of the Great Flood." The lecture will be held in the Boys' Brigade building, East Yamhill street, Sunnyside, with a camp fire and refreshments. The lecture will be delivered by John E. Mayo, Professor M. L. Pratt, John Riner, and others.

Dr. Wise, room 614, The Dekum.

MONTAVILLA MEETING.

Sub-Board of Trade Indorses Ladd Field for the Fair.

At a meeting of the Montavilla Sub-Board of Trade last night there was a fair attendance, and considerable business disposed of. Secretary William De-Long, who has been acting as secretary since the resignation of J. M. O'Brien, of the O. R. & N. Company, asking for full information regarding the sidetrack wanted, and the Secretary was instructed to furnish it. The night of meeting changed from Thursdays to the first and third Fridays of each month.

The following resolutions were unanimously passed: "Resolved: That the Secretary of the Montavilla Sub-Board of Trade be instructed to represent to the Portland Board of Trade that in its judgment the Ladd field, on the North Mount Taber railway, is the proper place for holding the proposed Lewis and Clark centennial fair in 1906, and urge that steps be taken to secure that field for the purpose."

Resolved: That the Secretary of the Montavilla Sub-Board of Trade be instructed to open East Burnside street eastward to a connection with Edison avenue, giving Montavilla and all the surrounding territory, and that the Secretary be instructed to convey to the County Court the expression of this body on the opening."

It was considered that if East Burnside street be opened to Edison avenue, Montavilla will then be in a position to get a direct road to the Burnside bridge.

County Has Charge.

HOOD RIVER, Ore., April 4.—(To the Editor.)—Does the County of Multnomah have charge of and expend money or labor upon any of the streets within the County? I am a farmer, and I am not sure if it is the whole thing in the hands of the city government through the City Surveyor and Street Superintendent.

I. N. QUIRY.



"Varsity"

The Reliable Popular-Price Clothiers

SAMPSON ROSENBLATT & CO.

This is the "Varsity"

It's recognized by swell dressers as the

PROPER STYLE

For Spring wear. We are showing a very handsome assortment in the new colors at

\$15.00 \$16.50 \$18.00

Note the style of coat.

NEW SYSTEM OF RECORDS

STATE CIRCUIT COURT WORK TO BE CONSOLIDATED.

Recent Rules Adopted by the Judges Necessitate Several Changes—Fewer Clerks, May Be.

In consequence of the new rules adopted by the Judges of the State Circuit Court for Multnomah County, a change in the manner of keeping the records and files of the Court by the Clerk, Major J. P. Kennedy, becomes necessary. The Clerk and the Judges will recommend to the County Commissioners the erection of a room over the Recorder's office. According to the new rules all departments are abolished, and the presiding Judge, who will be Judge Frazer during the coming year, will set all cases for trial and designate the Judge before whom the trial shall be held. The Clerk will hear all motions, demurrers and preliminary matters necessary to be determined in preparing cases for trial, but may assign a portion of this work to any of the other Judges when it is expedient.

The damage suit of Mrs. E. E. Wood against Dr. E. P. Mossman will be submitted to the jury today by Judge Frazer. The argument for himself was made yesterday by J. R. Stoddard, attorney for the plaintiff, and W. D. Denton, for the defense.

W. H. Thompson and A. H. Thompson, of Multnomah County, as individuals, yesterday filed a petition in bankruptcy in the United States Court. Their liabilities amount to \$32,500; assets, \$28,000.

The damage suit of Mrs. E. E. Wood against Dr. E. P. Mossman will be submitted to the jury today by Judge Frazer. The argument for himself was made yesterday by J. R. Stoddard, attorney for the plaintiff, and W. D. Denton, for the defense.

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