

READY TO START WORK

WASHINGTON-OREGON ENGINEERS MAKING ESTIMATES.

Bids Will Be Called For After April 15—Right of Way Has Been Secured.

VANCOUVER, Wash., April 10.—A visit to the surveyors' camp of the Washington & Oregon Railroad, in the western part of this city, at any time during the past few weeks, and a glance at the activity there would be sufficient to convince the most skeptical that Vancouver is at last going to have its dream of a railroad realized.

Within a month after the first stake was driven by the surveyors, the company's petition for permission to take the definite Portland & Puget Sound Company's right of way from Kalama to Vancouver was filed in court. In one month from that time the petition was granted, and the price to be paid fixed by jurors summoned for the purpose from Clark and Cowlitz Counties.

The work of the engineers, including cross-sectioning and the setting of grade stakes over the entire stretch is done, and everything is practically ready for the graders and builders. The surveying crews have been called in, and are resting in camp here, except the engineers, a dozen of whom, under the direction of Chief Engineer A. C. O'Neill, are preparing estimates of material required and costs of construction. This work which is being hurried as rapidly as possible, will, Engineer O'Neill says, be completed between April 15 and April 20, when bids for construction will be called for. The estimates, Mr. O'Neill says, call for everything connected with the road, to be strictly first class. All bridges will be of steel, with solid stone and concrete supports; small streams will pass under stone and concrete arches. Even the cattle-guards will be of steel. The only road used in construction that will be of ties. The most expensive bridge will be the one across Lewis River. It will be a steel drawbridge, 650 feet long. The next in size will be a steel bridge across Salmon Creek. Besides these, there will be bridges in Clark County over Burnt Bridge, Whipple and Gee Creeks, varying from 30 to 40 feet long.

THE TROLLEY AGE.

Electric Transportation to Take the Place of Steam.

NEW YORK, April 10.—Under the title of "The Trolley Age," Albert L. Johnson has contributed an article to the current issue of the Independent. In part, he says: "The transportation problem of the present time may be stated thus: How shall transportation systems carry people and commodities necessary for their maintenance, as expeditiously as possible, at a minimum cost? This steam railroad have endeavored to meet conditions, and the general trend of steam railroad rates have been downward and the power of the times and the people demand that the charges must be lowered. How is it to be done? I am sure that the answer lies in the electric system, in which each individual car is supplied with its own motive power, and can be run as often as necessary, with nothing to earn beyond its own cost of operation."

"I consider the electric system of transportation still in its infancy. What the future will bring forth no man can tell. But today it is a living fact, the speed and carrying capacity being limited only to the roadway and the power of the motor. As an example, on the line which I am now building between Philadelphia and New York my road will conform to the highest standard in use by the foremost steam railroads, with one exceptional feature—shall beat them to the extent that I shall not have a single grade crossing."

"It is true that I shall materially reduce the existing rates of fare between New York and Philadelphia—at the most, I shall charge 6 cents, one-fifth of the present tariff, but at that rate I do not expect to cripple the steam railroads or to cut into their normal traffic."

"The electric system will solve the problem of overcrowding in our great cities and the physical and moral unhealthfulness of the congested tenement district."

"Excluding the milk traffic, the greater portion of the garden truck supply of large cities is brought within their limits by teams. Electric lines, with far more facilities, can handle milk, butter, the products of the farm and truck garden, practically taking them up at the farm gate and delivering them at the door of the consumer."

FREIGHT FOR MARCH

Increase of 1873 Cars, Compared With Same Month in 1900.

Table with 2 columns: Month, 1900, 1901. Rows for November, December, January, February, March.

The increase is due to heavy receipts of grain and produce, and shipments of lumber.

Salt Lake Wants the Southern.

SALT LAKE, Utah, April 10.—An informal meeting of business men was held here tonight for the purpose of taking necessary action toward inducing the Southern Pacific Railroad to build to this city. A committee of three was appointed to ascertain what the road would require in the way of terminal facilities.

A resolution was passed that the committee be authorized and instructed to notify the railroad of the great importance of the point of the committee and that the meeting was unanimously in favor of offering every inducement to the Southern Pacific Railroad to come to Salt Lake City by the route lying to the south of the lake. The meeting was largely representative of the business interests of the city.

Plans of the Northwestern. NEW YORK, April 10.—The Evening Post says: "It became known today that a special meeting of the directors of the Chicago & Northwestern Railway has been called for April 25 in this city and that the Omaha directors will meet on the same day. Wall street guesses that this meeting meant an increase in the Northwestern's common share dividend, which is now 6 per cent, and it was suggested that a revaluation of the company's

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Northern Pacific Meeting.

NEW YORK, April 10.—A meeting of Northern Pacific Railway directors was held this afternoon, but after the meeting it was announced that the only action taken was the declaration of the regular quarterly dividend of 1 per cent on the preferred shares.

NEW YORK, April 10.—The Times will say tomorrow: "After the meeting of the board of directors of the Northern Pacific Railway yesterday (Wednesday) afternoon, the Hill-Morgan-Burlington deal, which was expected yesterday, was not made public. The usual dividend was declared at the meeting."

Hill Calls a Halt.

ST. PAUL, April 10.—The Pioneer Press will tomorrow say: "A rumor escaped from an authoritative source yesterday that J. J. Hill has intimated to prevent the sale of the Northern Pacific lines in Manitoba, and that he has, under the new order of things, other plans for these lines. Just what these plans are is not disclosed, but it is quite evident that Hill has been called on by the Northern Pacific negotiations with the Manitoba Government, and that something besides Parliamentary approval of the deal is necessary for its consummation. It is said that all the parties concerned are awaiting the outcome of the Hill-Morgan-Burlington deal, orders having been issued by those in control of the Northern Pacific to let proceedings rest for the present."

Hill-Morgan Combine Freight Depot.

NEW YORK, April 10.—The World will say tomorrow: "The Hill-Morgan Combine has practically concluded the purchase of the entire block bounded by Eleventh and Thirteenth avenues, Twenty-eighth and Twenty-ninth streets. It is the intention to build there an immense freight station that will take a prominent position in the railroad consolidation plans by which J. J. Hill and J. P. Morgan have made the Erie a part of their railroad system. The station will be on the Erie, and will be connected with the Great Northern, Northern Pacific and the Chicago, Burlington & Quincy Railroads. Most of the block is now occupied by old buildings. It comprises 31 lots."

Railroad to a Coal Property.

CHESAPEAKE, Wash., April 10.—The Briar Hill Coal Mining Company has an engineer at work surveying a route for a railway from a point about a mile west of Clagato to its property, three miles north of Clagato. The company has met with some trouble in securing all of the right of way, but that matter has been placed in the hands of attorneys, and will be settled as soon as possible. The company has three veins of coal opened, and the tests which have been given it warrant the assertion that it is equal to the best on the coast.

Against Railroad Consolidation.

ST. PAUL, Minn., April 10.—Senator Miller's resolution instructing the Attorney-General to investigate the reported consolidation or proposed consolidation of the railroads in this state was adopted by the Senate without debate. Senator Miller then introduced a bill, empowering the Attorney-General, whenever he deemed it desirable, to examine into the affairs of corporations, to requisition books and subpena witnesses. Later the Miller bill was passed, having been favorably reported to the Senate.

Alleged Wheeling & Lake Erie Deal.

CLEVELAND, O., April 10.—The attention of M. T. Herrick, chairman of the board of directors of the Wheeling & Lake Erie Railroad, was today called to a statement from New York to the effect that the road had been purchased by George J. Gould and his Missouri Pacific associates. "I understand," said Mr. Herrick, "that Russell Sage is said to have made such an announcement. If he made that statement he has been misinformed."

Long Trolley Line in Colorado.

COLORADO SPRINGS, Colo., April 10.—Colorado Springs, Denver and Pueblo will be joined by a trolley line to cost \$2,000,000. It will be built by Chicago, Detroit and Cleveland capitalists. Charles W. Taylor, who represents the syndicate, has petitioned for a right of way over country roads. The main power station will be here. Work will be completed in a year. The fare to terminal points will be 50 cents.

Will Issue Bonds.

NEW WHATCOM, Wash., April 10.—At a meeting held today, the board of directors of the Bellingham Bay & Eastern Railway decided to issue \$500,000 bonds to cover the cost of extending its line from this city to a connection with the Northern Pacific at Wickaham.

HOLD-UP AND AN ARREST.

Laboring Men Robbed of \$355—Snack Thief Caught.

Fred Smith and William Smith, two laborers, were held up at Second and Burnside streets, at 12:30 this morning, while entering a lodging-house. The footpads secured \$355 and a watch. At 2 o'clock this morning Frank Norton was arrested by Detective Cordano for the theft of two valises from the Grand Central Hotel.

The ingredients of Hood's Sarsaparilla are in effect, strength, vigor and tone when you want.

Sluggish Blood

causes nine-tenths of all sickness. Indigestion followed by headache, general listlessness, despondency, enfeebled action of the mind and body, cold, clammy feet and hands, and palpitations are signs of sluggish circulation. If not latent in time, serious trouble will follow. That tired feeling comes from sluggish blood.

Duffy's Pure Malt Whiskey

The World's Greatest Medicine will cure you. A teaspoonful three times a day in half a glass of water will make you strong and healthy. It enriches the blood, stimulates the system, and tones up the whole system.

Duffy's Pure Malt Whiskey is sold in sealed bottles only. It is the government's standard. Duffy's Pure Malt Whiskey Co., Rochester, N. Y.

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SEATTLE, April 10.—Proposals for a site for a Y. M. C. A. building were opened by the building committee today. The principal offers were as follows: State insurance block, by William Ladd, \$15,000; First National Bank building, by A. Bush, \$10,000; Kansas House property, without building, by D. F. Wagner, \$1500; R. M. Wade, property on Liberty street, north of Rowland residence, \$2500; P. S. Knight, brick building on Court street, \$2500; Chatham house, on Church street, \$2500; Moore's property, corner Church and Ferry, by C. J. Moore, \$2500. The state insurance building is considered the best offer, so far as value is concerned, and is cheap, but the Kansas House property is the most desirable lo-

Itinerary Will Not Be Changed.

ASTORIA, April 10.—C. W. Fulton received a telegram this afternoon from George R. Cortelyou, President McKinley's private secretary, stating that the itinerary of the Presidential party as already announced would not be changed, and that the half-hour stops at Eugene and Ashland, which had been requested, could not be made.

Portable Smelter.

SALEM, April 10.—The Freedland Consolidated Mining Company of this city has been experimenting with a portable smelter of home make, and it is asserted that the smelter will operate successfully on such base ores as are found in the Santiam country.

Single Mill Strike.

EVERETT, Wash., April 10.—All shingle mills in Snohomish County are closed on account of a strike. Employees ask for an advance from 7 to 7 1/2 cents per thousand, and knot sawyers from 3 to 10 cents per thousand.

Will Succeed Themselves.

SALEM, April 10.—Governor Geer today appointed W. K. Newell of Washington County, and A. H. Carson, of Josephine County, to succeed themselves as members of the Oregon State Board of Horticulture.

Cleared for Alaska.

ASTORIA, April 10.—The American bark Kate Davenport and Harry Morse cleared at the Custom-House today for Bristol Bay, Alaska. Both have cargoes of cannery supplies.

Committed Suicide.

SEATTLE, April 10.—Charles Brown, recently arrived from San Francisco, this morning ended his life with arsenic. The body was discovered at noon today.

Cleared for Suez With Wheat.

TACOMA, April 10.—The steamer Teanac, with 10,830 bushels of wheat, cleared today for Suez for orders.

Oregon Notes.

The Lawton Townsite Company reorganized. Clatsop County teachers will hold an institute at Astoria April 17. Miscellaneous at Pendleton opened the city dog pound Sunday night and released about 30 canines.

A Pilot Rock correspondent writes that it is feared cold weather last week seriously injured the fruit crop in that section. Williams Bros, sold 125 head of hogs to Kilde Bros, of Island City, at \$5 40 per 100 pounds, says the Walla Walla News. This is the highest rate reached for some time.

W. J. Wilkinson last Saturday, at Weston, purchased from Alex Walker, for the Pacific Elevator Company, 530 bushels of wheat, which is stored at Downing Station. He paid 46 cents per bushel. John Bradburn took to Pendleton Friday two wagonloads or 22 sacks of wool from Barnes Cunningham's home ranch above Pilot Rock. The wool was from thoroughbred ewes and the 22 sacks weighed 8600 pounds.

The annual field day contests of Union High School will be held at Union Saturday, April 27. Bronze medals will be

PRELIMINARY EXAMINATION.

Trial Begun of John W. Ferrier, Who Is Charged With Murder. CHEHALIS, Wash., April 10.—The

combination, numbers in the neighborhood of 30 steamers and between 10 and 15 barges. It is not considered likely that the number will be reduced.

SALEM Y. M. C. A. BUILDING.

Sites Are Under Consideration—Decision Next Monday.

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DEATH OF AN OREGON PIONEER OF 1855.



MRS. MARY O. BROWNSON.

AMITY, Or., April 10.—Mrs. Mary O. Brownson, who died at the home of her daughter, Mrs. J. B. Williams, of this place, March 29, emigrated to Oregon in 1855. Deceased was born in Franklin, N. Y., April 9, 1820. She was married to Josiah Brownson, September 9, 1845. In 1854 they set out for Oregon via the Panama route. From San Francisco they came to Portland by steamer, thence by river boat to Salem, and from there to Corvallis by team, arriving in Benton County in the Fall of 1855. They resided there until early in the '60s, when a move was made to Eastern Washington. In that state, in 1868, Mr. Brownson died. His wife then returned to Albany, Or., and made her home with her son, Mark. When he moved to Portland, in 1888, she accompanied him. She resided in that city until about three months ago, when she came here, in the hopes of benefiting her health, but to no avail. Mrs. Brownson leaves three daughters and one son—Mrs. Adelle G. Baldwin, of Albany; Mrs. T. Brownson, of Portland; Mrs. Ella A. Williams, of this place, and Mark A. E. Newton, of Corvallis.

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HEALTH OF WOMEN

IS ALL IMPORTANT. The daughter of today becomes the wife of tomorrow. How essential then that good health be hers. Good health, which alone brings happiness and vigorous posterity. The mechanism of woman is finer than that of man. She is naturally higher strung, and when the dual functions of her life are taken into consideration, it is little wonder that the delicate machinery breaks down under the burden laid upon it.

The majority of women need an aid which should strengthen them for the stress and strain they daily meet. Such an aid is found in WARNER'S SAFE CURE, a simple vegetable preparation, which has secured the highest endorsement among women in all walks of life in all parts of the civilized world.

A few brief extracts from recent letters from grateful women:

- Virginia Townsend, 211 Schermerhorn St., Brooklyn N. Y. Through the effects of being thrown from a carriage in 1893, I was greatly afflicted with female troubles. I spent hundreds of dollars with doctors without relief, but Warner's Safe Cure restored my health in two months.
- Christine, Countess Cheford, "The Gosnell," Chicago, Ill. For the past ten years I have used no medicine except Warner's Safe Cure, and find that it keeps me in good health. It is a remarkable life-saver, and cheerfully give it my hearty endorsement.
- Annie E. Harper, 425 State Street, Jacksonville, Ill. I have found Warner's Safe Cure a wonderful remedy for backache and numerous female troubles which afflicted with it tones the entire system and prevents colds.

Free Sample of WARNER'S SAFE CURE and free medical advice given on application in person, or by letter—WARNER'S SAFE CURE CO., Rochester, N. Y.

Given as first prizes and ribbons as second prizes. The contests will be open only to members of the Union, La Grande and Cove High Schools.

Lawton now has a daylight mail service both ways, but mail under the new schedule is a day late on account of the stage leaving Sumpter before the arrival of the morning train. An effort is being made to have the time-card changed so that it will conform to the arrival and departure of trains on the Sumpter Valley Railroad.

Joseph Laroque, a half-breed, was found, Saturday night, at Athens, asleep in the lane back of the saloon row. When he was roused sufficiently, he discovered that his pockets had been rifled and between \$45 and \$50 taken. Sunday morning, John Tolin was arrested on the charge of stealing the money. His bail was fixed at \$500, but he was unable to raise it, and was taken to Pendleton. Tolin has a bad record, having served two terms in the penitentiary at Salem.

LIVESTOCK ASSOCIATION.

Standing Committees Appointed by President Springer.

DENVER, Colo., April 10.—President J. W. Springer, of the National Livestock Association, has appointed the standing committees:

Board of control—H. H. Robinson, Denver; M. A. Daugherty, Sidney, Neb.; Timothy Kinney, Rock Springs, Wyo.; C. F. Martin, Denver; J. W. Springer, Denver.

Committee on Finance—C. W. Baker, of Chicago; Paul McCormick, Billings, Mont.; A. C. Cleveland, Cleveland, Neb.; Harry Trower, Kansas City, Mo.; S. J. Soldan, Poncha City, O. T.

Committee on legislation—A. P. Bush, Jr., Colorado, Tex.; W. B. Powell, Shadwell, Pa.; Jesse M. Smith, Layton, Utah; J. T. Cowan, Cowan's Mill, Va.; F. W. Harding, Waukesha, Wis.

Committee on transportation—E. S. Gooney, Flagstaff, Ariz.; W. E. Bolton, Woodward, O. T.; H. W. McAfee, Topeka, Kan.; Solomon Luna, Los Lunas, N. M.; A. E. Gaffee, Marion, Ia.

Committee on foreign markets—Dr. Charles Grosswell, Denver; Peter Jensen,

Jansen, Neb.; T. Richard Walsh, Palo Duro, Tex.

Committee on sanitary measures—G. Howard Davison, Mill Brook, N. Y.; Overton Lee, Nashville, Tenn.; O. E. Bradford, Cedarville, O.; John Coleman, North Yakima, Wash.; H. B. Carroll, St. Paul, Minn.

Consulting members—Dr. Charles Grosswell, Denver; Dr. Victor A. Norgaard, Washington, D. C.; Dr. R. J. Kieberg, Corpus Christi, Tex.

Committee on horses—J. B. Castleman, Louisville, Ky.; Mortimer Levering, La Fayette, Ind.; Earl C. Hudekoper, Meadville, Pa.

Committee on cattle—J. C. Buel, Rapid City, S. D.; E. A. Harris, Marshalltown, Ia.; F. C. Lusk, Chico, Cal.

Committee on sheep—M. B. Gwinn, Boise, Idaho; R. C. Judson, Portland, Or.; J. J. England, Cars, Mich.

Powder Works Explosion.

SANTA CRUZ, Cal., April 10.—An explosion occurred at the powder works today, whereby Chester Shepard, aged about 30 years, was killed, and Phil Curtis severely burned. They were at work in the shotgun smokeless mill cleaning it out. Shepard was in a large tank when the explosion took place and was burned to death. Curtis, who was on a rafter overhead, had his face burned, but no serious result is apprehended. The building caught fire and was destroyed. The cause of the accident is unknown.

NATURE'S REMEDIES.

Everything existing in this universe was created for a purpose. Nature gives us in the vegetable kingdom healing and disease-curing herbs. Many of these, however, are very poisonous, and it requires great care and knowledge for their successful administration. But the great boon given to suffering humanity is offered in the healing and disease-eradicator—mineral waters coming out of Mother Earth.

Be it here said that the Witter Springs water, whereby Chester Shepard, and others in its composition for all kidney and bladder troubles, such as catarrh, inflammation, gravel, rheumatism, gout, etc. For all skin diseases and syphilis, in all its stages, it has no equal. F. J. Helton, No. 129 Fifth street, sole agent for Oregon.

Advertisement for Fred T. Merrill Cycle Co. featuring a bicycle and text: "A Character of FRED T. MERRILL. Present sketch of FRED T. MERRILL. 1865, 1870, 1875, 1882, 1889, 1897, 1901. Victor Rambler Columbia Cycle Tent Morrison St. Merrill Bros 1871. Dealer of Bicycle. Councilman Third Ward. To Day. THE LARGEST BICYCLE HOUSE IN THE WORLD. 70.45 FOR COMPETITION."