#### NEHALEM RAILROAD LINE

PORTLAND COMPANY WILL BUILD 43 MILES THIS YEAR.

First Mortgage 5 Per Cent Bonds, Amounting to \$650,000, Offered to Local Investors.

a revenue of \$500,000 annually for at least 10 consecutive years, against an inter-est charge of \$52,500 on the basis of 5 per cent on \$650,000. The report is appended: Surveys.

orporated February 2, 1901, our first duty was to ascertain the condition of the surveys heretofore made. The sec-retary having reported from investiga-tions he made last Fall, that the P per cent grade in the Coast Range summit might be reduced, we find, after careful Instrument elevations this Spring, that the summit can be reduced on a more southerly pass to a 1½ per cent, and pos-sibly less grade, and still join our old line on both sides of the summit. As this will decrease the cost of construction, we recommend that the new line be

Lines to be constructed, as you are Lines to be constructed, as you are aware, by the company's articles, are two in number — one from Portland, or Willamette River in the sub-urbs of Portland, to Tillamook and Nebalem Bays, S3 miles, with a branch of 20 miles to Grand Rapids, in Central Nebalem Valley, the object being to locate these lines to connect with all logging streams—Upper Nebalem, Wilson River, Salmonberry and 25 other tributaries—as feeders to our railways, so as taries—as Seeders to our railways, so as to stop all logs going to the sea where practicable and carry same to Portland, to be these made into lumber and distributed, along with lumber made at roadside stations and river crossings, to the various transcontinuated lines in this the various transcontinental lines in this city and to seagoing vessels for export abroad. The entire cost of such a rail-way system, when completed, according to our surveys and estimates, was \$1,968,835, which was in no way to be made dependent upon or tributary to either the Northern Pacific, Southern Pacitic, or O. R. & N. Co., we nevertheless co-operating cordially with them all for redistribution of our freights to these Eastern. Southern and Northern points to which these respective lines had access. We felt in Portland's interests that delivery of our hadded over to them at no livery of our loaded cars to them at no other point than in or pear our city was an essential requisite to maintain our present supremacy as the largest lumber center of the North Pacific Coast.

Negotiations for Bonds. Upon this basis, and assured by the Upon this basis, and assured by the most eminent railroad operators in Oregon and Washington it was the only true mode to increase Portland's prosperity, we opened financial negotiations with men in New York whose representative, after arriving in Portland, was so satisfied that his firm, of the highest financial ability, could negotiate the sale of our bonds and stock at prices which contemplated as profit to any one of our 28 stock. plated no profit to any one of our 52 stockholders, officers, or directors, that he desired and secured 60 days' option to carry their plans into effect, and to whom secretary furnished from time to time copies of plans, surveys, estimates of construction, and of traffic and voluminous matter otherwise. These financiers thereafter ordered from New York investigations by certain disinterested vestigations by certain disinterested skilled persons here whose reports we found were not only confirmatory of everything our company had stated, but such skilled experts indicated that our prospective traffic was far underestimated, and would probably be much streater. and would probably be much greater, while the grades and alignment were satisfactory. We were, however, four weeks ago notified that our plan of a fitreet line into the City of Portland did not meet with satisfaction. Thereafter were informed that railway conn on with our lines could be obtained if e would contract to connect, and finan-al assistance given us also, at a point lich was in our opinion too far away benefit the direct commerce into Portland. Before we had organized the Portland. Before we had organized the Portland (on account, we are led to believe, of segregation of territory), and company, however, we had opened correspondence with three other syndicates, which we immediately resumed. The representative of one of these is here now investigating; the other leaves Pitts-now investigating in the portland (on account, we are led to believe, of segregation of territory), and as when we reach the Coast Range summit with our first 43 miles of rallway are only 33 to 35 miles from the sea, any rallway competitor behind us could not constitute the portland (on account, we are led to believe, of segregation of territory), and as when we reach the Coast Range summit with our first 43 miles of rallway are only 33 to 35 miles from the sea, any rallway competitor behind us could not constitute the portland of the portland burg within 14 days, ad the third wrote us that upon the return of their senior part-ner from Europe to New York they would send to Portland their chief engineer to since our surveys are made ready for any

Coal and Lumber Investigations.

Reports to the Secretary of War were made as far back as 1856 that valuable steam and domestic coal alleged to be 10 feet in thickness existed on the military road between Central Nehalem and the headwaters of Rock Creek. Mining men and coal experts have recently discovered these veins—one nine feet, the other 445 feet thick—much superior to that of Washington State, with very little sulphur and which, in conjunction with those at Nehalem Bay, render the coal supply of Portland we are informed now beyond doubt. We have seen the samples and your directors can judge of same for your selves. Including 80 cents a ton of freight to our railway thereon, coals can be delivered at ship's these Partland, for \$2 per ton, prime cost, Ex-perienced cruisers, ordered by one of our would-be bondholders, now here from Wisconsin, report 32,000 acres of timber miles of the pearest lumber district tributary to our first 45 miles of railway. 25,000 of which will go the average of 25,000 feet per acre, lying on each side thereof. Assuming that this acreage is reduced to 20,000 acres, at 20,-000 feet to the acre, and the freight be also reduced from \$150 to \$125 per 1000 feet, whether in logs or lumber, \$4000 in freight money will be derived from each quarter section and would aggregate us from 20,000 acres freights alone \$5,000,-000. Even if it should take 10 years to cut down these 20,000 acres now growing. Ike wheat ready to be harvested when desired an income of \$500,000 per year therefrom for that period is absolutely certain, while the interest yearly necessary for the bonded indebtedness over the whole first 43 miles is only \$32,500 annually; consequently it would be unnecessary to extend the railway beyond these first 43 miles so far as income was concerned, unless to complete the rall-way to Tillamook. This yield, too, does way to Tillamook. This yield, too does not estimate passengers, general freights, conl. merchandise, grain and produce, from these first 45 miles which we propose to construct this year from the sub-urbs of Portland. Verification by messengers of these figures, if you send them to this 20-mile district, is beyond any question, so that practically our first 43 miles of bonds will be absolutely iron-clad in punctuality of interest and security.

Connections With Other Railways. None of the transcontinental lines seem Portland, and with the enormous power they possess of diverting freight nowa-days to what cities they desire to build

they suggest far away from this city. Nature has created Portland as the gateway or seat of commerce for that country, has supplied us with 50 to 60 years' freight to carry without cultivating the freight to carry without cultivating the ground, as well as given us low passes and shorter distances than to the Columbia River in Columbia County. These passes do not exist on crossing the Nehalem Range to Scappoose, St. Helens, Goble or elsewhere, thus demonstrating that the traffic and the country through that the traffic and the country through which we run to the sea will in cheapness of operation distance all competitors. We have taken special care seeing the Portland, Nehalem & Tiliamook Company was formed, not with the view of making money to the projectors, but to build up this city's lumber and other interests from a new country, equal to two or three New England States, within 20 to 30 miles of our city, to give each of the transcontinental lines the option to build over and upon our route direct into this city, without our asking any fee In a report which the officers of the Portland, Nehalem & Tillamook Company, a plan of work for this year is cutilined. It proposes the building of 43 miles of road, it be in operation in November or December, and the issuing of \$556,000 of 5 per cent first mortgage bonds to meet the cost, Recent investigation has demonstrated that it is possible to get a grade of it per cent at the summit, instead of the 2 per cent grade reported last Fall. It has been found that the timber best tributary to the first the timber best tributary to the first \$10 consecutive years, against an interest of \$556,000. The report is appended:

| The Portland, Nehalem & Tillamook Command and with the view of making money to the projectors, but to build up this city's iumber and other interests from a new country, equal to two or three New England States, within 20 to 90 miles of our city, to give each of the transcontinental lines the option to this city, without our asking any fee or reward. The Northern Pacific is disposed to make as favorable connections as if we owned the portion of line they placed at our service, but this is not satisfactory, insumuch as the power of the traffic may be diverted from Portland. To the O. R. & N. Co. we offered our surveyed line and rights of way free in exchange for a guarantee that they would build direct into North Portland and Union Depot. Their executive committee has sections of the projectors, but to was formed to work for the year. Their executive committee has Depot. declined the proposition, expressing no desire to enter the Nehalem Valley at present. The Southern Pacific, under Mr. Huntington's administration, refused us trackage from Oswego into this city before his death, or connections of any kind, while if connection was given at all in future we understand it would be on the basis of that which is their custom to branch lines-an exchange for what the traffic would bear between them and us, and at a point at Hilisporo, 21 miles from Portland—where we have no guarantee whatever; that all of the Nehalem and

Tillamook traffic, or any, would pass through Portland, as it could be diverted south via Corvallis and Albany. Traffic of Railway Into Portland. Our stockholders, all Portland commer

cial men, will thus realize the importance of a direct line into this city, and an in-dependent line only. Astoria is seven miles farther away from us than is Tillamook Bay, by one survey via Nehalem Bay, and by the other survey Tillamook City is only 80 miles distant from Port-land, and yet our line commands the approaches to both. The vast lumber, dairy and prospective fruit coun try between this city and the sea, with 15 miles of dairy farms, where are 15 per cent of the largest creameries in Oregon, and 7000 mileh cows along Tillamook Bay and interior, with another 15 miles of improved grain, farming and dairy country, nearly all prairie, in Northern Washington County, whose nearest market is Portland, 15 to 30 miles distant, demon-strate that it is not timber alone, nor coal, that will feed our railway. After we cross the Coast Range summit, the line proceeds down the Salmonberry, or via the Wilson River, by a branch, to intercept the logs and lumber there and divert them to Portland. Following the lower Nehalem the junction with which is 16 miles above Nehalem Bay, not only precludes the possibility of logs passing our line there and going to that bay to any line which may come from Astoria, but gives us a traffic for 28 to 35 miles from the main Nehalem, above the Sal-monberry, without interfering with the Northern Pacific's proposed terminus at Pittsburg. 27 miles farther distant than central Nehalem. Along the Salmon-berry, lower Nehalem and north fork of the Nehalem, parallel to which our line to the sea runs, there are, with that above the Salmonberry's mouth, 210,623 acres of timber, averaging 25,000 feet per acre which we shall have to carry to Portland and when our line reaches Tillamook Bay, those five rivers, the Miami, Kil-chis, Wilson, Trask and Tillamook, which fall into the bay, possess 305,000 acres tim-ber, finer in quality-spruce, cedar and hemlock-averaging 30,000 feet to the acre. all tributary to Portland's local railway. In addition, a settled population is there now. Then there is a nine-mile sea beach near Nehalem Bay which is acknowledged as the best natural Summer resort of Oregon, with unequaled boating and yacht-ing facilities, yet only 80 miles by rail (when finished) from Portland, against 120 miles to the Seaside House on Ciatsop Beach.

Competition With Other Lines. It will thus be seen that no competition possible with the Northern Pacific's

Pittsburg terminus, 27 miles or more from our proposed terminus this year (1901) in the Coast Range, and that as other trans-continental lines have been offered and decline the opportunity to build over our surveyed lines and selected route, direct Nehalem and Tiliamook plans and resources. We have to all three said, and shall continue to insist to every one else, that construction must commence from and the terminus be at Portland or its suburbs, on the navigable Willamette, so far as our company remains an inde-pendent line. As for any possible compeition from Astoria via the seaside, even though that extension was made tomorrow, it could not take away at Nehalem Bay any traffic from our lines, because all the timber of Nehalem Valley and River, 109 miles long, with its tributaries, must, in logs, have to go down that river—the only medium for that entire country—and as we intercept these logs by try-and as we intercept these logs by our railway above the Salmonberry's mouth, and 18 miles above Nehalem Bay and also go down to that bay, the idea is preposterous of the Astoria-Seaside road securing any logs at Nehalem Bay. although it will get the local logs along the seaside for 24 miles from Grimesthat's all. Besides, bear in mind that for the Astoria road to haul logs to Port-land from Nehalem Bay, their haul would be 145 miles, against our haul to the

bay from Portland of 80 miles Entrance Into Portland.

This is the question of serious importance for the consideration of our board of directors, for if we make a mistake, however great our interior traffic, the latter may be diverted away from this city. Surveys made for us of all of the Portland mountain range for years, show but two practicable railway passes into this city—the Cornelius Gap, on a 2 per cent grade, and the Oswego route, on a grade very much less than I per cent, requiring seven miles extra track than via the Cornellus Gap, and when you get to Oswego you have to come over the Southern Pacific's track for six and threequarter miles, into Jefferson-street depot, with no connection to the Union Depot at North Portland. It would seem, there-fore, more advantageous if the Oswego Gap route is chosen to there dump saw logs into the river for Portland's saw mills, and ship your lumber in barges for delivery at any wharf or railway depot in Portland, and charter a small steamer to carry our merchandise and freight be tween Oswego and Portland for our railway, until such time as we obtained an independent line of our own and a rall-road bridge across the river above Elk Rock, and five miles new track, thence into East Portland. In that case we would turn our passengers from Nehalem and Tillamook at Oswego to the 12 trains which the Southern Pacific now runs between Portland and Oswego. The extra seven miles to construct, and consequent some day to be built, see absorb the economy of the Oswego route, There is, however, a very practicable route, which has been all carefully sur-

the way to Guild's Lake, thence into Union Depot—a lovely grade, under I per cent, and the shortest possible line to the

Union Depot—a lovely grade, under I per cent, and the shortest possible line to the Nehalem and Tiliamook, saving four miles in distance over the Cornelius Gap route to Linnton, hereafter described, Assuming, then, that the extra expense of this shortest line, \$270,000 to \$350,000, is too heavy for any direct line from Portland to Nehalem at the outset to pay, although this line can at any time hereafter be adopted by us, we are of opinion that the Cornelius Gap route should. In that case, be adopted now, not, howin that the Cornelius Gap route should. In that case, be adopted now, not, however, to connect with the Northern Pacific's line there, 11½ miles from Portland, but to cross that company's track and parallel the Willamette Slough for four to five miles, until you reach Linnton or Springville, or a point between, where ocean steamers of 5000 tons may load or discharge cargos. load or discharge cargoes.

Advantages of This Suburban Ter minus.

The saving at the outset of the com-pany's career of the investment of \$260. 600, more or less, to get to Porlland. equires the expenditure of \$63 the entire completion of the first 43 miles of railway to our summit, yet absolutely securing for that small expenditure:

First—An independent line and terminus at Portland, through which latter city all freight except logs and passengers must pass before the three transcontinental lines can secure our freights for the Western and Southern States.

Second—It becomes, as heretofore shown, an absolutely paying property, since \$22,500 is all that is necessary to pay interest on our 43 miles of bonded indebtedness, and even should our railway never go a mile further, 10 years' interest from revenue is secured upon the first of the section of the the entire completion of the first 43 miles way never go a mile further, 10 years in-terest from revenue is secured upon the \$55,000 of bonds: that after these 43 miles are completed, which can readily be done this year, seeing so much thereof is level, we can then readily float next year, or later, in any financial market in the United States, the remainder of our bonds for additional milesare to be built

bonds for additional mileage to be built o reach the sea. to reach the sea.

That this temporary terminus is reached this year, from the summit of the Coast Range, without paying one dollar of trackage or freight of any kind to any other connecting line-or dividing freights with the Northern Pacific, South-ern Pacific or O. R. & N. Co., yet each become at that temporary terminus tors for our lumber to carry to Eastern and Southern points, makes it a common point rate with Portland and saves the extra cost of extension, for the time being, into the terminal grounds at Union Depot. Still we have the right by law, and shall exercise it whenever we comple our extensions of railway into Nehalem and Tiliamook territories, to build to North Portland—a right which all of the transcontinental lines, even if combined, cannot deprive us. We have thus these three lines competing with each other for our lumber and freight and passengers going over their respective lines to the East. In short, our property becomes one of value because it is a line non-tributary to any other railway instead of a mere branch by connecting at Hillsboro or at Cornelius Gap with one transcontinental line. All these advantages are secured by the investment of only \$655,000 on first mortgage bonds at the rate of \$15,000 per mile and no more over our first 43 miles of railway. Indeed, it is doubtful whether a better or safer investment is offered anywhere, even to our own local Portland canitalists, who, by subscribing these 463,000 or \$650,000 bonds could not confer a greater boon or more quickly secure Port-land's future prosperity with the owner. ship which would follow on the controlling interest in the stock to the bondholders in Portland, in the hands of a trustee they might designate, with the management and directorate placed under their sole control. As a prospective investment, its value would enhance year after year through the increased traffic, while best of all the railway could never be sold out, as most of our railroads in Oregon have been, to other transcontinental lines, if kept in Portland's hands. As a dividend-payer upon these \$650,000 of bonds, the traffic already demonstrated and in sight shows that above the interest on bonds, \$60,000 or less, the surplus for stock is ample. Furthermore, in selling bonds for new extensions beyond these 43 miles of the railway, it cannot be doubted that the management and directors being here would strengthen the value of the bonds, and as no money consideration is payable to any one, the property is secured at prime cost, with no fictitious indebtedness like the bonds on some Oregon lines of \$30,000 per mile, against the company's proposed first 43 miles of indebtedness of \$15,000 per mile on bonds. The following is the proposed expenditure for 1901; Construction of 43 miles railway from

Gross cost of railway......\$634,250 Equal to \$14,750 per mile, except rolling

The superstructure includes five miles of 75-pound steel rails and 38 miles of 60pound steel rails at \$42 delivered at Linn ton by the Carnegie Steel Company, and includes, also, ties, track-laying ballast ing, switches and frogs and fastenings. Financial Proposition for Bonds and

Stock. The capital stock is limited, both preferred and common, to \$5000 per mile of railway. The bonds for the first 43 miles are limited to \$15,000 per mile. We recommend that there be issued for construction purposes this year 650 bonds of \$1000 each, or 1300 bonds of \$500 each, interest 5 per cent, to be secured by a first mortgage over the railway company's 43 miles and property, including terminals; that in order to equip these 43 miles, \$100,000 be raised for that special purpose on pre-ferred stock, to take priority in security and in dividends over the common stock or any other stock to be issued, and to have also, as a collateral security, the usual car trust mortgage or chattel security over the \$100.000 worth of rolling stock in favor of the preferred stockhold-ers, repayable by eight yearly installments of \$12,500 taken from the first surplus earnings yearly. Provision is thus made for this year's proposed construction and putting the first 43 miles in operation by November or December next. It is under stood that whoever is selected by the bondholders as their trustee for the first mortgage bonds of 43 miles shall also have the control of the railway company's stock, to be kept in his hands as fully paid-up common stock, on behalf of the bondholders who are expected to become connanders who are expected to become owners of that half of the common stock when fully paid up. In this way the bondholders will also control the man-agement and elect all of their directors and officers, irrespective of those now in Operation of Railway From Subur-

ban Terminus. The terminal grounds extend from the union depot northerly for one and a half miles and do not belong to any of the transcontinental lines, so that any new company's railway would. like that of the Northern Pacific's main line, commence at North Portland. Having already the Northern Pacific's written assurance that so long as we are an independent line gong into Portland, it will give us author ity to use and run over any portion of that company's main line, consequently if we terminate temporarily at either Linn-ton or Springville, or between, we pro-pose to utilize this valuable privilege by running our trains for five or six mile over the Northern Pacific's main line to

North Portland. If, therefore:
First-Southern Pacific, Northern Pacific
or O. R. & N Co. desire to have our
loaded cars go East, South or North over
their respective lines, we propose they up, and the temptation of the long haul of lumber to the Western States, it is a serious question for your Portland board of directors to decide whether it is wise to feed these lines with the prospective Cornelius Gap, by construction of 19 to to feed these lines with the prospective lines, involving a tunnel of one-half the terminal grounds, North Portland, as traffic of Northwestern Oregon at points.

point rate from our temporary terminus, although if the O. R. & N. Co. prefers to take delivery of our cars there, they may barge them across to and from St. Johns at their own expense. With Northern Pacific acquiescence we would see no reason why, if one transcontinental line took our loaded cars at our terminus at Portland's gates, we should pay to deliver them to the other transcontinental lines at a higher rate to the same places. lines at a higher rate to the same places. Second—in delivering saw logs from Nehalem to the Portland sawmills, we would propose their delivery dumped into the river at our terminus there, as we are informed that as tugboats must send for these logs, even although we delivered them at the Union Depot, the difference of cost of towing, if any, would be

very immaterial to the respective sawmills compared to delivery at Union Depot.

Third—In delivering finished lumber, cedar, cordwood, telegraph and other poles and piling, including grain and dairy produce, from the 15 miles of farming land in Northern Washington and from Tillanook dairies, our company's locomotives would, on the favorable terms which Northern Pacific has afforded us over the five to six miles of their track, run into the Union Depot with same, costing us

very little additional expense.

Fourth—For merchandise, mails, passen gers and express, we must have one train daily each way going into and out of our terminus, anyhow, so this train would go six to seven miles further on into the Union Depot at our own expense without change of cars or passengers, and return within an hour thereafter to the Nehalem thus in no way incommoding freight or passengers, and still running our trains

punctually on time. Fifth-For coal and lumber cargoes go-ing seawards, we would be able, on ac-count of the same depth of water, to load steamers at the wharf at our ter-minus six miles below Portland, and save hauling these logs over the six miles of Northern Pacific track into the city, seeing that ocean steamers of 5000 tons can load there as easily and cheaply as at the Union Depot.

If any unforeseen combination or circumstances arise to prevent us carrying out the foregoing mode, we have still the privilege of chartering a steamer or steamers, barge or barges, for six miles into and out of Portland at much less expense than at Hillsboro, 21 miles distant, or at Cornelius Gap, both far away from the possibility of obtaining steam navigation to and from the ocean and

Payments to Contractors.

If contractors build the first 43 miles, we are advised they would ask no payments to accounts until the first 20 miles from Linnton were completed and ready for locomotives, and the second payment when the last forty-third mile was completed and an engine had run over the same. This removes the possibility of risk of non-completion to the bondholders through any failure of contractor, although possibly the railway company may do the work cheaper with its own JOHN M'CRAKEN, President,

GEORGE T. MYERS, Vice-President.
WILLIAM REID, Secretary.
PORTLAND, NEHALEM & TILLAMOOK RY, CO.

HAS PLA YED MANY PARTS.

Colonel C. A. Reed's Acts Have Been More Than Seven Decades.

A stranger in the city who was passing along Fifth street a day or two since, paused to read a collection of signs on paused to read a collection of signs on the windows and door posts of the studio of Colonel C. A. Reed, near Madison street. He ran over them in the following order: "Notary Public;" "Marriages Solemnized;" "Art Studio;" "Houses Rented and Collections Made;" "Real Es-tate, Loans Negotiated;" "Landscape and Marine Views Painted to Order," and so on through the list. "Here is evidently a man who has in his time played many parts," remarked the stranger. He stepped inside and found the Colonel busy painting a view of Mount Hood from Bull Run Lake, while a number of views of Columbia River scenery hung around in different stages of progress. Painting is one of the Colonel's strong suits. "I just dropped in." said the stranger, "to inquire if notaries public are author-

zed to solemnize marriages in Oregon? "No. sir." answered the Colonel. "From seeing on one of your signs 'No-ary Public, Authorized to Solemnize Marriages,' I imagined they were."

"Thanks," said the stranger, "you are

very kind, but I am neither in a marry-ing nor devising frame of mind at present. Will you, however, please inform me whence you derive your authority for solemnizing marriages? You do not look

like an orthodox preacher."
"Possibly not," replied the Colonel. "I imagine I more properly would be styled a heteredox preacher, if I preached. I have the honor to inform you, sir, that I am an ordained minister of the First Spiritual Association of Oregon, and have been for 15 years, and have my ordination papers to prove it."
"Thanks, it is not necessary, your word

is sufficient," said the stranger. "WIII you, however, in view of the many lines of business in which you are engaged, permit me to ask how old you are, and how long you have been in this coun-

live. I have been 51 years on this coast, having arrived in San Francisco January "Have you ever practiced medicine?"

"No, not exactly, but scarcely a day passes that some one does not call to be treated by me for some disease. I cure by the laying on of hands, cancer, ap-pendicitis, and such things yield readily to my treatment." "May I inquire whence you derive your military title?"

"Certainly. I was Adjutant-General in plugs. the state of Oregon for eight years, cov-ering the period of the Civil War. To save you further inquiry, I will say that I have been a farmer, that I built one of the first sawmills, and one of the first operahouses in Oregon and operated them both and I have played more parts in my time than I have time to tell you of. Now, if you will excuse me I

PERSONAL MENTION.

the summit of Mount Hood."

R. S. Finiger, manager of the D. O. Johnston music stores on Puget Sound, spent Sunday in Portland, the guest of Hy Ellers, who managed to convince him pretty thoroughly of the pre-eminence of Portland as the business center of the

ple registered at New York hotels today as follows: From Seattle-J. D. McIntyre, at the From Astoria-J. E. Gratke and wife, at the Herald Square.
From Walla Walla—J. R. Elliott, at the Murray Hill.

NEW YORK May 5 .- Northwestern peo-

"WEBFOOT" HARD WHEAT FLOUR

Wins friends wherever it is tried, for bread making. After a trial one never feels like going back to soft flour,

A lovely complexion commands admir-ation. Improve yours using marical Sat-in-Skin Cream and Powder. 25c.

WICKLESS BLUE Oil Stove Why not be Comfortable? write to the n-arest agency of STANDARD OIL COMPANY

Half a Cent an

hour is all it

costs to cook

in comfort

## FIREMEN HAVE A DRILL

COMPANIES ORDERED OUT FOR EARLY WORK.

Novices Scaled the Ladders Right Heartily But Were Shaky About Jumping to the Life Net.

Fire horses and firemen gave an excellent illustration, early yesterday morning, of the competency of the Portland Fire Department in a drill which took place "If you will notice carefully you will see that there is a period after notary public. I am both a notary and a solemnizer of marriages, and I am prepared to draw up your will or marry you, or to do both at a moment's notice."

on Sixth and Burnside streets. Twenty-one men, representing the crews of truck No. 1 and engine No. 1, participated, under the supervision of Engineer Lauden-

Sunday morning was chosen for the drill because the call men of the department were not then busy at their regular daily work and could give their whole attention to a drill. On week days these call men, when an alarm is sounded, usually have to run four or five blocks from their places of employment to join the regular firemen. It was nearly a luxury then, yesterday morning, so far as the call men are concerned; to find themselves at fire headquarters, Fourth street, when the alarm sounded at 7 o'clock. The fire horses rushed from their stalls at the in their excitement to get out. It was as Away the horses raced down Fourth

ow long you have been in this coun-fry?"

"I shall be 76 years old in June, if I cision that spoke volumes for the careful training of the drivers. Very few people were astir as the firemen placed ladders and fire-hose on the big stone building which was chosen as the scene of operations. Several new firemen, acting under the guidance of experienced fire-fighters, made their debut in carrying the heavy hose up the ladders, while the men attached to the fire engine tested bits of leaky hose, put clamps on hose where leaks were marked, and busted themselves

Practice with scaling ladders was the next order, to get to the parts of the building not reached by ordinary ladders. The firemen left below then spread out the life net and their comrades on the third story knew it was "up" to them to jump. It was a dizzy moment for novices, but without a moment's hesita-tion the men gallantly jumped in the air will try to put a few sunset tints around | and each one landed in the net in safety. This was looked upon as the star per-formance by the little crowd that watched the drill. "Good boy!" was the comment when a

fireman landed fairly and squarely in the center of the net. Several of the new men were well shaken up as the result of their first jump, but the experience was a novel one and they were anxious for more of it.

"That is how we make firemen," said Chief Campbell. "When a real fire oc-curs the boys will know what to do. Some day I hope to see every man in the Fire Department a regular fireman on salary. But such drill as the present one makes the men of the department as efficient as they possibly can be under a call sys. tem. At present we have the only call system among the firemen of the Pacific coast. In these drills each district engineer is in charge of the men of his dis-

"How about the new engine? Are you to have experts test it?" queried the reporter.

A gleam of pride shone in the Chief's eyes as he answered: o'yes. The new engine will be tested all right, but in the members of the Fire Department we have those fully qualified ed and it is said on the quiet that every one of the athletes engaged in the drill did ample justice to his breakfast,

OUT OF IMPRINTED STAMPS.

Documentary Stamps Should Be Used Until July.

D. M. Dunne, Internal Revenue Collect or, continues to receive daily orders for bank checks on which the 2-cent stamp required by law is printed. The repeal of the law requiring the 2-cent documentary stamp on bank checks goes into effect

July 1. The office of imprinted stamps must be used is short, Collector Dunne advises people to use stamps for this time, as, if imprinted stamps are ordered, it will be necessary to send East for them. There is likely to be considerable delay in receiving supplies, as most of the imprinted stamp offices in the East are closed, and probably there would be time to use only a few of the imprinted checks before the repeal of the law goes into effect. Persons who run out of im-printed checks will, by using the docu-mentary stamps up to July I, be saved the trouble of making reciamation for the imprinted checks they might have on hand at that time. The repeal of the stamp law in regard to bank checks will be a great convenience to the public, but, it is understood, will cause a loss to bankers as when they furnish their nabankers, as when they furnish their pa well-known signal, and pawed on the floor | trons with books of imprinted checks they charge for them, while when there are no stamps required on checks the banks are at the cost of providing check books, which in large establishments amounts to

quite a sum annually,

THIS AD.



Enclose It to Me With Ten Dollars

And I will furnish you all complete, ready for use, my 1901 Model No. T SANDEN ELECTRIC BELT. It is make, q dealers for which they charge \$40.

### DR. SANDEN'S BELT

Has no equal for the cure of Nervou and Physical Debility, Exhausted Vitality, Varicocele, Premature Decline, Loss of Memory, Wasting, etc., which has been brought about by early indiscretions or later excesses,

ESTABLISHED THIRTY YEARS. Write today for my latest books, "Health in Nature," and "Strength; Its Use and Abuse by Men."

DR. A. T. SANDEN

Cor. Fourth and Morrison

PORTLAND.

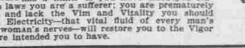
# Squandering Vitality

MEN AND WOMEN who are continually doping themselves with strong drug combinations in a vain hope of finding relief from ailments of a Nervous character are simply aiding those allments to destroy their vigor and lay waste their physical structure. You can drug yourself to death and never touch the deep-rooted seat of your malady. Electricity when properly applied is the only remedy which may be depended upon to make a cure in every case. I guarantee my Electric Belt to cure and to cure perfectly. If it falls I do not want your money. There are a great many electric belts (so-called) being offered to the public. You must not confuse my Belt with these; it is entirely unlike them.

#### Dr. Bennett's Electric Belt

Will not burn and blister as do others, as It has soft-silken, chamois-covered sponge electrodes—my exclusive patent. Others have bare metal electrodes. Has interchangeable battery cells and can be renewed when burned out for only 75c; when others burn out they are worthless.

Nature has a limit. If you have disobeyed Nature's laws you are a sufferer; you are prematurely weak and lack the Vim and Vitality you should have. Electricity—that vital fluid of every man's and woman's nerves—will restore you to the Vigor Nature intended you to have.



NOT A CENT PAY WILL I RECEIVE UNLESS YOU ARE PERFECTLY CURED.

Absolutely guaranteed to cure Varicocele and all Weaknesses in either sex; restore Lost Vigor and Vitality; cure Rheumatism in any form, Kitaney, Liver and Bladder Troubles, Stomach Disorders, Constitution, all Famale Complaints, etc. My new Electric Suspensory free to Male Patients.

Write me today, Sacredly confidential. My books about Netvous Allments and their cure by Electricity sent free, postpaid, to anyone. Diagnosis and advice without cost. Bold only by

Dr. Bennett Electric Belt Co.

to test any fire engine. They are as good at this branch of the work as any firemen in the country."

The journey back to headquarters start-8 TO 11 UNION BUILDING,