

HOW DID WILD CAR START?

NO ONE KNOWS YET, BUT EVERYBODY IS GUESSING!

Plausible Theory of Street Railway Men—Story of a Man Who Saw the Smashing Finish.

Little new light bearing on the peculiar trolley-car runaway of Monday night came to light yesterday. Motorman James M. English was confined to his home and did not give any clearer account of how the car came to escape from his control. He says he has absolutely no recollection of what happened after he turned off the trolley-car from the Montgomery street line. Most of them held to another view of the case, though they are cautious about giving expression to it. As one of them put it yesterday afternoon:

"It's easy enough to see what happened. English was probably thinking of something else and forgot to turn off the power as he came up to the end of the line. When the car struck the switch and turned to the right, English was jerked off to the left and fell on his head. It was sufficient to stun him for a few minutes. The momentum of the car carried it around the curve onto the Montgomery street line after the trolley left the wire. The switch on Montgomery street simply sprung back into place and gravity did the rest. It's a down-hill run from there to where the car finally left the track."

This explanation of the accident prevails quite generally among street-car operatives. Of course, it is only their theory, no direct evidence being available, but it is regarded by these men, who have a practical knowledge of the work and the circumstances of the case, as the most reasonable that has yet been advanced.

Motorman Wilson, who was out at the end of Montgomery street with a City & Suburban car, was the first man to see English after the accident. The Montgomery street line ends only three blocks beyond Thirteenth street, but Wilson did not see the Portland Railway car move up onto the Montgomery street line, notwithstanding the headlights, which was of aid, and therefore turned after the trolley had left the electric wire, must have been plainly visible three blocks away. But Wilson was probably busy about his own car at that time. When he started on his run back to town he found English at the junction in a dazed condition. It did not take Wilson long to ascertain that English's car had got away from him, and he ran back to a telephone, and sent in the alarm that a runaway car was on the line. Then he again started for town and was stopped by a straying trolley wire a few feet from the junction. The men were mending the sparwire there when the other car on the Thirteenth street line came up, and English was taken home. He was able to walk about and was staunching the flow of blood from his temple with his handkerchief.

Several of the sparwires on Montgomery and Eleventh streets were broken where the flying trolley of the wild car happened to catch them. When the car lanced against the fire tree near the corner of Morrison and Eleventh the trolley rod was broken.

The car was lifted clear of the sidewalk yesterday afternoon and it was found that it would run on its own trucks. It was towed to the Twenty-third street car shops last evening and will be rebuilt there. While the car was very badly shattered, some parts of it were in surprisingly good condition. Of the eight panes of glass in the front vestibule, four remained unbroken and three of the large panes in the windows on the right side of the car remained whole, though the shock of contact with the tree had been sufficient to break into small bits a heavy

plate-glass mirror of small dimensions over the front window. The tree was seriously damaged.

J. M. Brown, a young man who was less than half a block away from the place when the car ended its mad flight, says that the shock to his nervous system resembled the shock to the car. He says the car was going so fast that all he saw was a blue streak as the car hit the high places. He was walking up Morrison street and had reached Eleventh. The snapping of the sparwires made loud reports, which reverberated in a blood-chilling manner. All at once a black object moving with great velocity loomed up at the top of the hill. An intuition of a wild car came upon him, and he started to flee. Such was the speed of the car, however, that he had run only a few feet before it shot across Morrison street and crashed into the fire tree. The car had gained so much momentum that the interval between the wreck of the garbage wagon and the final crash seemed only an instant. The speed of the car had turned up the cogs of the electric driving motor to a very high note and their vibration was almost a shriek. Mr. Brown says that the sudden emission from the darkness of such a flying object is enough to overcome anybody's presence of mind and that he is not ashamed that he was highly excited.

"When the car left the curve," said Mr. Brown yesterday, "it careened so dangerously that I thought it would surely turn over. The dents in the pavement show that the car crossed Morrison street almost entirely on two wheels. When it struck the middle of the street it seemed to rebound several feet up in the air. The deep gash in one of the Morrison street car rails indicates the great force of the car's momentum. Without the slightest diminution of speed, the car collided with the fire tree and there followed a deafening crash. I ran to the car to see if anybody was hurt and was relieved as much as surprised to find no casualties. The entire episode took place in a period of time which seemed less than a second. It was indeed a soul-stirring experience."

The speed of the car may not have been as great as imagined. The darkness and the excitement of the moment may have exaggerated the velocity. It is very improbable that the car would be in as good a state of preservation as that the fire tree could have withstood the shock if the velocity had been 30 or 40 miles an hour, as several spectators imagined.

A REPORT ON THE SEWARD

Soon to Be Determined If She Will Be Repaired Here.

That the United States transport Seward will be repaired in Portland there is little doubt. The investigation of General C. F. Beebe, George Taylor, Jr., and other prominent business men have settled the fact that the repairs can be done in Portland as economically and as efficiently as in any port on the Pacific Coast. Colonel Jacobs, of the Quartermaster's Department, has ordered the investigation of the ship's condition, and the extent of repairs needed to be made, in accordance with his orders from Washington. It will be a few days before this report will be finished and transmitted to Washington. After that the further steps will have to be taken in Washington. The Quartermaster's Department will examine the report and will determine whether the repairs will be made immediately.

The Oregon Congressional delegation will be in harness by the time Colonel Jacobs' report reaches the Quartermaster's Department, and will also be in full possession of the facts, and prepared to make a vigorous demand that the interests of the city be recognized in the matter. If the efforts of the delegation are successful, orders will be issued for the repair of the Seward in this port, and bids will be asked for the work that needs to be done to place the vessel in good condition. It will be at least several weeks before any definite orders can be issued in the matter.

Dr. Sanford's Liver Invigorator. The best liver medicine. A vegetable cure for biliousness, indigestion, constipation, malaria.

LULL IN SALES OF HOPS

EASTERN ORDERS WELL FILLED AND NEW ONES SLOW TO COME.

Prices Range Between 9 and 10 Cents—Pacific Coast Has Less Than 70,000 Bales to Sell.

Business in hops has had a lull for several days. Orders from the East are well filled and new ones are slow to come in. Prices have ruled steady, but the inactivity of the product induces weakness. Prevailing values range between 9 and 10 cents. A few sales were reported several days ago at a fraction of a cent higher, but

from this Coast is 2 cents per pound, so that the immediate outlook for better prices does not seem to be favorable. Apparently also the market at London does not justify much of an export movement from this Coast, and this fact is reflected in the actual conditions here. Consignments from Oregon have been few. The feeling prevails among growers that this method does not bring the full value of the product. When an advance of 5 or 7 cents is made on consignments, growers mostly fear that they are in fact selling for that amount, for chances are that the advance money is all that will come to them. Several thousand bales are understood to have been consigned to London by a pool of growers, on a 5-cent advance. The contract is "without recourse," but a good many growers have expressed the apprehension that the product shipped may be liable for freight charges. As to whether the members of the pool will receive any more money even if the product is sold for more than the

others has taught him that if he had done business by consignment he would have lost.

The California crop is practically lifeless. A letter received from Mendocino County several days ago said that the crop of the county, 1000 or 2000 bales, had not yet begun to move. In Sonoma County little or nothing is going on in a business way. Of the 15,757 bales produced there this season, 8396 are left unsold. According to letters shown to a reporter yesterday the range of prices is from 5% to 10 cents. What is left of the Washington crop is almost equally as dull.

The best part of the Northwest crop has been sold. This grade is always disposed of first. There is, however, a large quantity of best hops, reserved by growers, and it is expected that some of it will be sold for this small lot. A hopman said yesterday that the dealer who pays these high prices does not do so in reality, for he makes it up by paying low prices in



THE RUNAWAY STREET CAR AND THE FIRE TREE THAT STOPPED ITS MAD FLIGHT.

as almost all business has been done between 9 and 10 cents, these figures are taken as representing the true level of values.

Since the crop was gathered many hopmen have been of the opinion that the total quantity of the yield in Oregon has been underestimated. The general estimate has been 62,000 bales. It is thought by some persons in the business, that these figures are 50,000 bales short. The amount of hops disposed of this season in Oregon is believed to be between 25,000 and 40,000 bales in the state, not sold. Perhaps 25,000 bales have been shipped away. Of the 14,000 bales which Yakima produced this season about 800 bales are left, and in Western Washington approximately 600 bales are not disposed of. In California about 25,000 bales remain. The East, notably in the Waterville district, prices range between 12% and 15% cents, according to the Waterville Times, Freight

9 cents advanced, and 4 cents freight and commission charges, many persons say they will wait and see before expressing an opinion. Some speculation in the market has been reported. Several sales of pooled product are said to have been made at 10 cents, 1 cent higher than the advanced price.

The effect of releasing 300 or 400 bales of hops in the London market all at once is also apprehended. Some persons say that in such a great market the effect will not be appreciable, while others insist that it will depress prices. Such an amount of hops cuts no small figure, it is said, when it is released all at one time. It will in reality be so released, since the fact that the pool was made has already become public news. The assertion that outside markets do not take any interest in the little dabs of hops exported from Oregon is contradicted by the notice the pool has received in the public press. A grower declared yesterday that he prefers to sell here and get his price, and that he has made money by this method, whereas the experience of

other purchasers, "It mollifies a farmer for him to say to a neighbor that he sold hops for more than 10 cents," but said the speaker, "It does not profit him."

Grand Avenue Improvement. The contractor will complete the improvement of Grand avenue, between Belmont and East Burnside streets, this week. The City & Suburban Railway Company is planning its portion of the street occupied by the double tracks, and this will also be finished probably by the end of the week. South from Belmont street, Grand avenue is in as bad condition as it was north to East Burnside street. The original intention was to carry the improvement south to East Clay, but the property-owners abutting on that portion of the avenue objected, and Grand avenue south of Belmont still remains dilapidated.

When the head feels dull and heavy, the skin appears sallow and greasy, and the stomach refuses food, take Carter's Little Liver Pills. Don't forget this.

COOKING SCHOOL OPENS

PROMINENT MEN SPEAK ON DOMESTIC SCIENCE.

Impress Gathering of Women With Its Importance—Mrs. Miller and Miss Porter Are Instructors.

Before a large audience, the Portland School of Domestic Science was successfully launched last evening in the rooms which will be occupied by the school in the Exposition building. Four well-known men of this city, Dr. Edgar P. Hill, Dr. Stephen S. Wise, Dr. J. R. Wilson and Frank Rigler, each professing a little knowledge of the art of cooking, or house-keeping, commended the work which has just commenced, and wished it success.

The Portland Domestic School of Science is the result of the cooking school which was inaugurated by the Woman's Club in this city last winter. Mrs. Ellen Miller was secured as demonstrator, and Miss Dora F. Porter as instructor, and a course of 15 lectures, covering three months, has been mapped out.

Mrs. W. J. Honeyman acted as presiding officer last evening, and first introduced Dr. Edgar P. Hill, who spoke on "Domestic Science, Ancient and Modern."

"I have looked at my associates," declared Dr. Hill "to see if this were a joke, but their faces were serious, and evidently because they would tend to instruct the ladies on the subject assigned to them. But it has occurred to me that I know something of ancient domestic science. While I was in college I took care of my room for seven years. Now, I understand it is the custom for housewives in caring for a bed to hang all the clothes out to air. They shake the mattress and then make the bed. The way I did it was to pat the pillows nicely and pull the bedspread over the bed in the morning."

"Nowadays in sweeping the women do it with great force. In my college days we swept the floor of the room, then guided the dirt toward the bedroom, and finally under the bed."

"Need of Domestic Science in the Public Schools" was the subject on which Professor Rigler spoke. He stated that he was in favor of introducing manual training and the domestic sciences in the schools, and explained that he was in favor of this because it would tend to civilize the children. He also explained that while it might seem strange that the Board of Directors did not take some action establishing these branches as a part of the curriculum, it was because there was not enough money provided to pay for it.

"When I was informed that I was to address you this evening on the 'Need of Domestic Science in Portland,'" said Dr. Wise, "I asked myself what it meant. She said it was the science of keeping domesticities. I told her I thought it was an art to keep domesticities, but that is too large a subject to take up here. I have often thought of the really important part domestic science may be made to play in the lives of our little ones, especially in large cities. It will also do much to keep the children at home, for if there is a well-ordered house, they will spend their evenings with their parents, rather than on the street. We ought to welcome domestic science and make a home for it in Portland."

Dr. Wilson told of the need of well-prepared food in the sick room, and how important a part domestic science may play in this regard. Mrs. Miller also said a few words before the meeting adjourned. The election of officers took place in the afternoon, and resulted as follows: Mrs. Henry E. Jones, president; Mrs. A. E. Hockey, first vice-president; Mrs. Ralph Wilbur, second vice-president; Mrs. Levi Young, third vice-president; Mrs. A. E. Stalger, treasurer; Mrs. L. J. Goodrich, secretary. The indications are good for large classes. The room for practical

Stomachs That Won't Work

That Retain the Food and Refuse to Digest It, Make the Head Heavy and the Nerves Weak, Need Stuart's Dyspepsia Tablets.

There is a cure for dyspepsia. Sufferers who have tried noxious nostrums will probably be skeptical, but skepticism vanishes when Stuart's Dyspepsia Tablets



are tried. Whether the trouble is dyspepsia of long standing, or merely a simple case of indigestion, relief is prompt and pronounced. The less the trouble the fewer tablets need be taken. Heaviness after eating, sour stomach, as indicated by belching, fatigue with slight exertion or with no exertion at all, disturbed sleep, nervousness, constipation, depression, "blues," these things can commonly be set down as symptoms of dyspepsia. And dyspepsia is merely indigestion in an aggravated form.

By promoting perfect digestion, Stuart's Dyspepsia Tablets produce strong nerves, restful, refreshing sleep, pure blood and good sound healthy flesh. They make the skin clear, the eyes bright, the mind cheerful.

Stuart's Dyspepsia Tablets are a medicine and more than a medicine. They digest the food and make it easy of assimilation, and they relieve the inflamed, diseased condition of the membranous linings and the glands of the stomach and bowels. They help the digestive organs over the hard places, and put them into a healthy, active condition. They effect a quick and permanent cure. You don't have to continue taking them forever, still it is well to have a box handy and take one at the first return of the trouble.

Perfectly well people are made sick by eating too much, or unwholesome food, but not if they take a tablet after eating. Treatment with Stuart's Dyspepsia Tablets does not necessitate dieting or any change of habits. They digest the proper food and act upon the other kind in such a way as to make it pass off quickly and harmlessly. You may eat and drink what you like, when you like, and as much as you like if you take a tablet afterwards.

Stuart's Dyspepsia Tablets are sold by all druggists at 50 cents for full size package.

Send to F. A. Stuart Co., Marshall, Mich., for little book on stomach diseases, mailed free.

work will accommodate a class of 12 at one time.

Aeolian Recital Tonight.

At the regular Wednesday evening recital at Aeolian Hall this evening those interested may enjoy an evening with the French composers. The recital is free. All are welcome. Programme: Piano organ—"Sonata Pastorale"; Marseillaise (No. 3 "Angèle"; No. 4 "Fete Bohème"; Mr. Hughes.

Piano—"Nocturne," op. 24; Debussy.

Aeolian orchestra—"Le Rouet d'Omphale"; (poème symphonique); Saint-Saëns.

Mr. Hughes.

Piano—"Touka de Concert"; Bartlett.

Mr. Bruce.

Aeolian orchestra—"Ave Maria"; Gounod.

Mr. Walla.

Piano—"Dance Macabre" (transcription by Liszt); Saint-Saëns.

Piano organ—"Grand Offertoire de St. Cecilia" (op. 9, No. 3, F minor); Saint-Saëns.

Mr. Walla.

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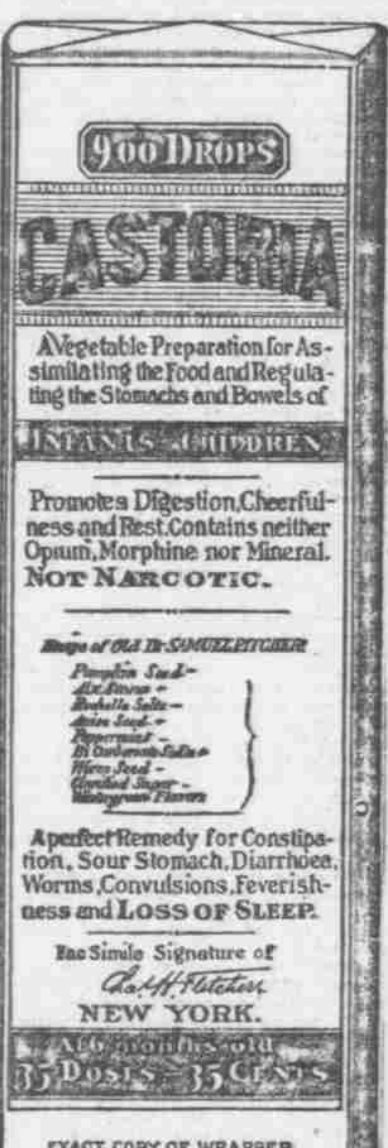
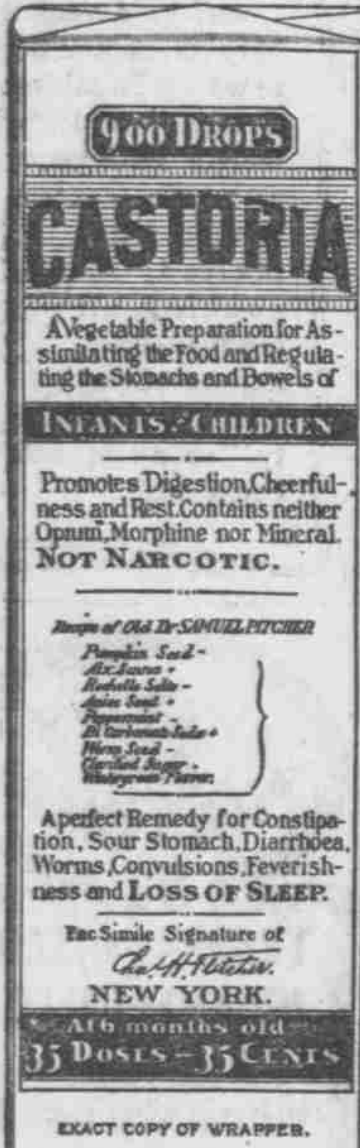
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