READY FOR VOTERS

Charter Only Lacks Signatures of Board.

THE LAST CHANGES ARE MADE

Only Two Members, Mr. Holman and Mr. Burrell, Vote Against Adoption of the Document by the Commission.

The new charter for Portland is finished in all its details. Final touches were given to it last night. It will next receive the signatures of its framers, then be published, and finally be submitted to voters at the election next June.

The board has been working on the instrument since last May—nine months in all. Of the 23 members, 25 were present last night, and all but two voted in favor of the charter as finally formulated. The meeting was in a happy mood. After the charter had been adopted the pleasure of the board flowed into eloquence. Chairman Mills felicitated the members upon the consummation of their work, and thanked them for the many courtesies and favors extended to him. The board then voted a resolution of thanks in favor of Mr. Mills, and incidentally took occasions to throw bouquets at each other.

Members present were: Messrs. Mills, Ayer, Beach, Burrell, Bronaugh, Devlin, Fries, Frank, Gilsan, Giesy, Holman, Hogue, Honeyman, Killingsworth, Lane, Montag, Morgan, Malarkey, Monfague, O'Shea, Rowe, Scott, Teal, Willis, White and Wessinger. Mr. Burrell and Mr. Holman were the only ones who voted against adoption of the charter. Mr. Holman explained that there were certain provisions in the instrument, relating to public utilities, which he could not conscientiously approve.

The first order of business was the report of the revision committee. Among amendments to provide that all advertising "provided for in the charter, when for a required number of consecutive publications, shall be printed in successive issues of the city official newspaper; to make the salary of the Municipal Judge $1800 per year, and to provide that when that officer is absent and his duties are performed by the substitute appointed by the Mayor, the substitute shall receive the full salary of the office, and this amount shall be deducted from the salary of the Municipal Judge; to give the Council power to create the office of boiler inspector and to license stationary engineers; and to empower the Council to turn over to the jurisdiction of the County Court streets connecting with county roads, such streets to be maintained by the county fund until relinquished to the city."

Mr. Devlin offered an amendment to section 107, providing that the Council may by a two-thirds vote transfer money from the general fund to any particular fund. Such transfer shall be as a temporary loan to the fund in question, and its amount shall not exceed the revenues to be received from taxes for the current fiscal year. The money transferred may be returned to the general fund when received. The amendment was adopted unanimously.

Mr. Hogue proposed an amendment, which was adopted after some debate, providing that notice of a street or sewer assessment be forwarded by mail to each property-owner interested, besides being printed in the usual way. This notice shall state the date when the assessment shall be considered by the Council and direct all persons interested to present any objections in writing. As the charter stood, no mail notice was required until the assessment was made and collectible. Mr. Hogue argued that a property-owner should have means of knowing of a proposed assessment as soon as possible. The charter already provided for publication of a proposed assessment in the city official paper; but Mr. Hogue insisted that it was impossible for property-owners concerned to see a notice in every case when so published.

Mr. Devlin argued from practical experience in the Auditor's office. He said that the amendment was unnecessary, since there has been little complaint of insufficient notice. He maintained that the amendment would involve an unnecessary expense for clerical work, and that the Auditor's office was already overburdened.

Mr. Mills favored the amendment, and argued that notice by mail would be one of the most effective means of bringing a proposed assessment to the attention of a property-owner. Mr. Montague said that the amendment would impose much work on the Auditor, but that this might be endured for the interest and convenience of the public.

Mr. Devlin's voice was the only vote against the amendment. Mr. Holman offered an amendment to section 67, to provide for the punishment of any person who shall injure or mar any building, engine or apparatus belonging to the city. The amendment was adopted. The punishment shall be not more than $1000 nor less than $25; or imprisonment not more than two years, or both fine and imprisonment.

After adoption of the charter, a motion of Mr. Teal's was carried, providing that the instrument shall be issued in pamphlet form, in not less than 10,000 copies. Mr. Montague proposed that these copies be supplied to the judges of election for distribution to voters. This was also approved.

Mr. Scott informed the board that The Oregonian would print the charter in installments in its daily issues. This was warmly welcomed, and The Oregonian received the thanks of the board. Mr. Scott said it was within the function of a newspaper to print the charter, although in pamphlet form the instrument might be more handy for ready reference.

The board then resolved itself into a mutual compliment society. Mr. Mills, as chairman, thanked the members for the many courtesies offered to him. "With regret I shall lay down the duties of this office. When our board organized last Spring it had 22 members.

"Notwithstanding the unusual fact that its membership included representatives of all parties and all wings of all parties, a quorum has been lacking only at two or three meetings and all our relations have been characterized by the utmost harmony and good will. When we separate we should do so with the best of feeling toward each other. Our purpose has been to give the city a good form of government. I think we have succeeded. Our work has been a means of great public education. The public has closely followed our deliberations. This charter may be said to have been made for the people by the people. It marks an epoch in charter making. It perhaps does not meet the approval of us all in every respect. Like all great works of the kind, it is a compromise of views. I think we have succeeded in giving the people of Portland the best charter they have ever had."

On motion of Mr. Hogue, the board thanked Mr. Mills by a rising vote for the many acts of courtesy performed by him in their behalf.

Mr. Scott said: "I have not been able to attend all the meetings of this board, but I have followed the thread of what was going on by reading the published reports of its doings. While I have dissented from some of the minor parts of the charter, I approve the general result of the work. The charter has taken a great deal of labor to frame. It might be wondered why we have taken upon ourselves so much work when there are men in the Legislature who would have been glad to spare us the trouble. The labor spent on the charter has been thorough and conscientious. I believe it will be approved by the people of Portland."

Mr. Wessinger hoped that all the members would not cease their labors in behalf of the charter, but work just as hard for its adoption.

On motion of Mr. Holman the thanks of the board were tendered to Sanderson Reed for his efficient service as clerk. Mr. Holman also recommended that the board recommend to the City Council the payment of $50 to J. M. Backenstos, who had acted as sergeant-at-arms. This was voted unanimously.

On motion of Mr. Fries the thanks of the board were also extended to the revision committee.

JACKSON IN PENITENTIARY

Negro Who Escaped From Deputy Sheriff Safely at Salem.

Henry Jackson, the negro burglar who jumped from the Southern Pacific train near New Era Thursday evening and was captured by an Oregon City officer, was safely landed in the penitentiary yesterday by Under Sheriff Horace W. Thielsen. Mr. Thielsen took no chances with the prisoner, and had him shackled as well as handcuffed.

Robert Thompson, from whom Jackson escaped, was sitting a couple of seats behind his man, probably discussing politics with some of his friends, when Jackson suddenly made a dart for the front door, and was out and off before Thompson could overtake him. Thompson proceeded on his journey to Salem alone, and returned here yesterday morning to find the prisoner safely back in the Multnomah County Jail, from whence he had started with him the day previous.

Jackson, on seeing him, laughed, and said: "I got a 10-spot, and you can't blame me for trying to get away if I could."

Jackson was perfectly willing to talk to the officers concerning his break for liberty, and said:

"After I got on the train I began to think of jumping off if I got a chance. I looked for a good place, and when we reached the timber country I thought my opportunity had come. Thompson was looking the other way, and I made a run for the door and jumped before he reached the platform. I landed in a pool of water waist high, but scrambled out, and went into the wood.

"They stopped and backed up the train, but, as they could not see me, pulled out again. I tried to climb the bluff, and afterwards to ford the river, but did not succeed. Then I walked into the timber, thinking I would strike for Portland and get some tramp or colored man to file off the handcuffs. I finally struck a road leading to Oregon City. It was a clay road, and I did not hear Cooke coming, or I would have hid. When I saw him I knew it was best to walk along, for if he was after me he would get me, anyway, and if not, it would be all the better. He halted me, and here I am. I guess I will go to the pen sure, now."

PERSONAL MENTION.

W. T. Wright, the well-known banker of Union, is at the Imperial.

E. L. Smith, a leading citizen of Hood River, and president of the State Board of Horticulture, is at the Imperial.

Deputy Sheriff J. A. Blakeley, of Pendleton, is in the city with three prisoners, whom he is conveying to the penitentiary at Salem. He is at the Hotel Belvedere.

C. H. Moor and wife, of Stevenson, are guests at the Imperial. Mr. Moor is one of the leading lawyers of Stevenson, and is Prosecuting Attorney for Skamania County.

J. T. Mills, of Olympia, Wash., was a guest at the Perkins yesterday. Mr. Mills is Sheriff of Thurston County, and is returning from an official trip to Eastern Oregon.

Among yesterday's arrivals at the Portland was John Forbes, of Butte, Mont. Mr. Forbes is one of the prominent lawyers of Montana, and is en route to San Francisco on legal business.

W. H. Webber, of Eagle Cliff, and F. A. Seufert, of The Dalles, both well-known and prominent salmon canners, are in the city on a business trip, and are guests at the Imperial.

Oscar Vanderbilt, city passenger and ticket agent of the Northern Pacific in St. Paul, is in Portland for a few days. He is on a vacation, and finds no more charming place to visit than Portland.

W. J. Barry, of Astoria, ex-Chief of Police of that city, is in the city with his young son, who will undergo an operation at the Good Samaritan Hospital. The boy sustained a broken leg which was improperly attended to, and it will be necessary to have it broken again.

United States District Attorney John H. Hall and family are now in Lost Angeles. Mr. Hall left for San Francisco to argue three cases in the United States Circuit Court of Appeals, nearly two weeks ago, and nothing was heard from him till yesterday, when a letter was received by his deputy, E. Mays, stating that he argued the Jesse D. Carr case on February 6, and the other two cases on February 7, and had gone to Los Angeles. He will probably be home in a week or so.

Dr. J. R. N. Bell, of Baker City, who is at the Imperial, is Grand Chaplain of the Masonic Lodge of the State of Oregon, and is pastor of the First Presbyterian Church, of Baker City. Dr. Bell is the oldest Masonic Grand Chaplain in the world, but that fact does not prevent him and State Senator William Smith, of Baker County, from offering to play tennis with any of the youngsters who have developed conceit enough to think they can beat their elders at the game.

State Senator William Smith, of Baker City, who divides the honors of Democratic leadership of Eastern Oregon with Sam White, is in the city for a few days. "How is politics? Oh, there's nothing to it," said Senator Smith at the Imperial last night. "Chamberlain will be the next Governor, and I will go through the formality of running for the State Senate in my district. I don't understand how any one can question the result, unless it is because the Democrats are always hopeful, and that fact doesn't invariably signify a Democratic victory."

NEW YORK, Feb. 14.—Northwestern people registered at New York hotels today as follows:

From Portland—P. H. Blyth and wife, at the Albemarle; G. J. Moen, at the Murray Hill.

From Baker City—H. T. Hendry, at the Herald Square; A. Newberger, at the Rossmore.

From Seattle—T. Burke, at the Netherlands; C. S. Cosgrove, at the Albert; H. Morgan, at the Navarre; J. Hirnmelstern, at the Navarre; F. A. Pontius, at the Gilsey.

NEW YORK, Feb. 14.—S. Silverfield, of Portland, called at the New York office of The Oregonian today in company with Mr. Danziger, formerly of Portland, but now of Boston. Mr. Silverfield will remain in the East four weeks.

East Side Notes.

James Lyons is having erected a two-story frame building on East Alder street and Union avenue. It will be 100x75 and will be occupied as a livery stable.

The new Ninth Ward Republican Registration Club will hold a meeting this evening in the hall on the ground floor of a room facing Grand avenue. The club will work to encourage registration at present.

Sumner Post, No. 11, G. A. R., has arranged an interesting programme appropriate to the birthday of Abraham Lincoln, to be given this evening in the hall of the post on Union avenue, near East Pine street. Members from other posts in the city have been invited to be present and take part in the exercises.

Why don't you try Carter's Little Liver Pills? They are a positive cure for sick headache and all the ills produced by disordered liver.

TO EXTEND LINES

Portland Railway Company Will Make Improvements.

PLANS OF SECRETARY BROWN

Scheme Outlined for Extension and Addition, Which Will Be Put in Effect if Necessary Arrangements Can Be Made.

As the result of a visit to Portland of Frank L. Brown, secretary of the Portland Railway Company, and representative of W. H. Crocker and D. O. Mills, who are largely interested in the company, a very large sum of money will probably be invested in extensive improvements on both sides of the river. Mr. Brown, who left yesterday for the East, was in conference for several days with J. C. Ainsworth, president, and F. I. Fuller, general manager of the company, and plans were discussed for extensions of lines and other improvements, which will put the system in fine condition to handle the traffic expected as a result of the holding of the Lewis and Clark Centennial.

Mr. Brown, who formerly resided in Portland and took an active part in business affairs here, has firm faith in the future of the city, and the fact that he has communicated his confidence to the wealthy men in whose interests he is working means that the city will be the gainer by his connection with the company.

No definite plans for the improvements have as yet been made. It is understood, however, that branches will be built where necessary to feed the trunk lines, provided the necessary traffic arrangements can be made, and the best of modern equipment will be supplied. In this latter regard much work has already been done. The company has recently built many new cars, both open and closed, and a trainload of material for their machinery, etc., has been received within the last year. A number of fine new open cars are now in course of construction in the company's shops, and will be ready for use in the Spring.

A tract of land consisting of eight blocks has been added to the property near the City Park, where the barn and shops now stand, and a large addition to the present building will be erected immediately. Other improvements are in contemplation, but their exact nature has not yet been decided. The present trackage is 31 miles.

Mr. Brown since leaving Portland has been associated with the Washburn-Moen Company and the American Steel & Wire Company in San Francisco, and was afterward with the Shelby Tube & Steel Company, with headquarters at Chicago. He now makes his headquarters in New York, but his many friends in Portland hope that he may be induced to come here to reside and give his personal attention to the business of the railroad.

Mr. Crocker and Mr. Mills became associated with the Portland Railway Company when that concern was consolidated with the Portland Traction Company two years ago, having been stockholders in the latter corporation. They have never been afraid of Portland, and their interest in the city and its future is shown by their willingness to increase their investment at the present time.

HOPS STILL GOING UP.

Growers Announce Lowest Selling Price as 15 Cents.

Hops are still strong and tending upward. The small quantity that is retained by growers is held stubbornly. Most of them proclaim 15 cents as the lowest price for which they will sell.

Three hundred bales were sold at North Yakima for 15 cents per pound. It was the same old story of shorts having to fill a contract. The short dealer had contracted to deliver at 12½ cents. Sales are common in the local market at 13½ cents. Several lots have brought 14 cents, loaded for shipment. The Eastern market is very strong at about 16 cents. Advices yesterday were to the effect that buyers were having a hard time to make purchases, and that many shorts were in a tight box.

Between 1000 and 1200 bales are retained by growers in this state, out of a crop of 71,000 bales. At Eugene is an additional 1000 bales. The largest lots still unsold are about as follows: Dayton, 100 bales; North Yakima, 200 bales; Mount Angel, 100 bales; Howell's Prairie, 100 bales. Besides these there are small quantities scattered throughout the Valley, the growers of which are holding for their own price.

About 61,000 bales have been shipped away. In the hands of dealers and speculators are about 6000 bales. The warehouses of the Southern Pacific contain about 7000 bales. At Portland are 3000 bales, at Salem 3000, and at Aurora, Albany and other places about 1000 bales. The Independence district is entirely cleaned out. As the finish of the buying season is almost in sight, dealers hereafter will be reduced largely to the extremity of living off each other. Considerable trading has been going on between them recently.

Many contracts for next season's hops have been entered into by growers. The prevailing price is 11 cents. The contracts are made all over the Valley, notably in Marion and Polk Counties.

BAD BOYS IN TROUBLE.

Two Albina Youths Rated by Judge Cameron.

Their actions in Chinatown landed two boys, Thomas Johnson and C. Linn, before Municipal Judge Cameron, yesterday, charged with disorderly conduct toward George Powell and his wife, as they were seeing the sights of Chinatown, Thursday night. Powell, who is a telephone lineman, testified that he had previously met the boys in Albina and because he did not get off the sidewalk, they abused him in lurid language. One boy struck Mrs. Powell. Thursday night, Johnson and Linn, witness was almost sure, acted in an insulting manner toward him, in Chinatown. Mrs. Powell corroborated her husband.

In defense, Johnson and Linn testified that along with other boys they visited Chinatown Thursday night, but denied they used objectionable language toward the Powells. On being examined as to their movements, however, on the two nights in question, the boys admitted that they had visited a poolroom on Sixth street, where there is a bar attachment used for the sale of liquor. Both boys' fathers were present in court, and they vigorously defended their sons. Special Officer Hawley, of the Boys' and Girls' Aid Society, stated that he had complained of the behavior of the Linn boy, about two years ago, and that Mr. Linn had upheld the boy in what he had done.

"I never did," exclaimed Mr. Linn.

"This case has gone far enough," broke in the Judge. "The testimony has shown that these boys have been out at nights, sometimes in poolrooms, until 10, 11, and 12 o'clock. One of them is a schoolboy. How can a schoolboy hang around a poolroom until 11 o'clock at night, and be ready for school next day? It's impossible. I blame the fathers very much for allowing their boys to do such things. It seems to this court that the fathers should be on trial here, instead of the boys. The testimony also shows that the boys are away from their homes, night after night, seeking amusement elsewhere. There is something wrong here. It was only a short time ago that the Johnson boy was in this court, and he admitted that a short time previously he had carried a revolver."

"I did not own the revolver. I sold it to another boy," replied young Johnson.

"What is that boy's name?" was asked.

"I don't know."

"I thought as much," said the Judge, significantly. "I will give you until Saturday afternoon at 1:30 o'clock to produce this boy who bought the revolver, or there will be trouble. In the present case, sentence is suspended for the present, and the boys will be looked after by Special Officer Hawley."

CATARRH OF THE BRONCHIAL TUBES

Causes hacking cough, makes you lose flesh; causes you to take cold easily; makes you cough until you gag; brings on continuous hacking cough; causes soreness in the chest; makes you cough up thick yellowish matter; makes you cough worse at nights; and in time leads to consumption. S. B. Catarrh Cure taken in small doses frequently is a positive expectorant, having a tonic and vitalizing effect. The object of small and frequent doses is to induce expectoration, allay the spasmodic, nervous action and get the true tonic effect of this great California discovery, which has cured thousands when all other remedies have failed. For sale by all druggists. Book on catarrh free. Address Smith Bros., Fresno, Cal.

New Oil-Boring Proposition.

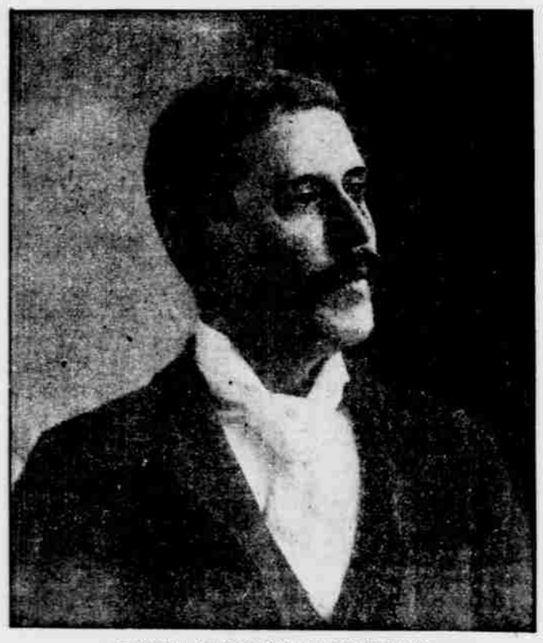
BAKER CITY, Feb. 14.—A. W. Thayer, representing W. P. Dunn, a capitalist of Denver and Los Angeles, is here, arranging with the various oil companies to bore for oil in the Malheur oil district. His proposition is to accept a certain percentage of the stock or lands of the various corporations, for exploiting the field. The Zenith and Pioneer stockholders accepted the proposition today, and most of the other corporations will, it is said, join the combine within a few days. The plan is to begin boring within 60 days.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhœa.

CAPTAIN LYDDON VEYSEY.



LLOYD'S SURVEYOR AT PORTLAND.

The position of Lloyd's surveyor for this port, which has been vacant for several months, was filled yesterday by the appointment of Captain Lyddon Veysey, of the Banfield-Beyaey Fuel Company. The appointment gives general satisfaction to the shipping fraternity, and was welcome news, for since the office has been vacant Portland has been receiving a pretty rough deal on insurance jobs. The new appointee was born in England in 1861; has followed the sea for 36 years, and is accordingly well qualified by experience for the work for which he was appointed. Fourteen years of his life at sea were spent as master of the British ships Rothesey Bay, Edenballymore and Craigmore, the latter vessel being his last command. He came to Portland with her in 1900, and after reaching England resigned command, and returned to Portland to enter business ashore with M. C. Banfield. In addition to his work on sailing ships, Captain Veysey also acted as pilot and harbormaster at Perim for a long time. He had not received official notification of his appointment yesterday, and was accordingly averse to discussing the matter. The appointment is generally regarded as a good one, and Portland will now lose some of its terrors for a ship in distress.

ALL BOUND TO GET IN

NORTHERN LINES CANNOT LEAVE OUT WESTERN OREGON.

They Will Pay Full Local Fare on Southern Pacific Rather Than Participate Reciprocally.

The Northern transcontinentals will sell settlers' tickets to points in Western Oregon south of Portland. Assistant General Passenger Agent Charlton, of the Northern Pacific, made this statement for his road yesterday, definite and unequivocal. Of course, the Great Northern can not do different. This makes it certain that the Northern lines will ticket passengers through to Western Oregon points for the $25 rate, thus removing the charge of discrimination against this territory that action of St. Paul officials had given rise to.

One of the technical questions in railroad rates is involved in this opening of Western Oregon points south of Portland to common rates. The regular rates have for some time applied to Oregon points on Southern Pacific lines. But no question of divisions was involved in it, because the Northern lines chose to pay full local fares from Portland to the destination of the passengers on the Southern Pacific. That was a good thing for the Southern Pacific. On a ticket from Chicago to Ashland, costing $51 60, the Northern lines would pay to the Southern Pacific $13 70 for passage from Portland to Ashland, a distance of 341 miles, leaving $37 90 for the other 2500 miles. But there was a reason for that action, and also for the attitude of the Northern lines as to through settlers' rates.

For years the Northern Pacific has declined to participate with Portland lines in through business from points east and south of Portland, destined to points on its lines in Western Washington. Therefore, all business for Puget Sound or other Western Washington points passing through Portland had to pay, and still has to pay, full local rates from Portland. That benefits the Northern Pacific. Now, if the Northern Pacific were to ask the Southern Pacific to participate in the rates over the Northern route to Western Oregon points, it could hardly refuse to participate with the Southern Pacific in business from the south bound for points on the Northern Pacific in Western Washington. Since there is more business through Portland bound for Western Washington than comes from the Northern lines destined to Oregon points south of Portland, it is money in the pocket of the Northern Pacific to pay full local fare to the Southern Pacific for Northern Pacific passengers bound to Oregon points south of Portland, in order that it may continue in position to exact full local fare for every passenger through Portland from east or south sent into Western Washington on Northern Pacific lines. To "participate" in this sense is to accept a proportionate share.

Therefore the Northern lines will ticket passengers through to points south of Portland, according to the announcement of Mr. Charlton, without additional pay, and will pay local rates on the Southern Pacific to points south of Portland. This matter of divisions between the companies is of no moment to the general public, save that it may be supposed that each company will work hardest for business that shall bring it greatest profit.

WHITE PASS RATES.

Company Accepts Tariff of Government Traffic Manager.

VANCOUVER, B. C., Feb. 14.—A special from Ottawa says:

The White Pass Railway has accepted the tariff prepared by Mr. Tifgin, traffic manager of the government railways, with a few slight modifications. It contains a clause to the effect that when the Governor in council finds the railway company will raise the tariff on the American end of the road, then the government will have power to reduce the rates on the Canadian end or to cancel them altogether. This means has been taken to control the company, because part of their road, about 20 miles, is in American territory. On the 90 miles of road in Canadian territory, from Bennett to White Horse, the tariff which the Canadian Government has prepared and which has been accepted by the White Pass road, is as follows:

Class 1, which at present is $2 85 per hundred weight, has been reduced to $1 90 per hundred weight.

Class 2 has been reduced from $2 84 to $1 66.

Class 3 from $2 82 to $1 42.
Class 4 from $2 80 to $1 19.
Class 5 from $2 75 to 95 cents.
Class 6 from $2 74 to 90 cents.
Class 7 from $2 73 to 75 cents.
Class 8 from $2 72 to 73 cents.

COLUMBIA RIVER & NORTHERN.

Organization Effected and Work in Field Directed to Go Forward.

Stockholders in the Columbia River & Northern Railway Company, which was incorporated 10 days ago, met at the office of Dolph, Mallory & Simon yesterday afternoon and elected the following board of directors:

Rufus Mallory, W. B. Ayer, Milton W. Smith, H. W. Corbett, C. F. Swigert, H. L. Pittock and Charles A. Cogswell.

Subsequently these directors met and chose Rufus Mallory president, H. L. Pittock vice-president, Elmer E. Mallory secretary, and H. C. Campbell manager. These officers qualified, and plans for proceeding with the railroad enterprise were taken up. It was resolved to put engineers in the field at once, to cross section and survey the route up the Klickitat River to Goldendale. A crew of surveyors will be put at work next week. The intention is to have the railroad completed the latter part of October—in time to carry out this year's products of the Klickitat Valley. The motive power will be steam. The next meeting of the board will be on Wednesday of next week.

New Road From Denver Eastward.

GUTHRIE, O. T., Feb. 14.—Secretary Grimes granted a charter today to the Denver, Kansas & Atlantic Railroad Company to construct 1428 miles or road, with a capital stock of $15,000,000. The line is to be run from Denver south to Marshall, O. T., and thence via Oklahoma City through the Seminole, Chickasaw and Choctaw Nations to Paris, Tex., with a branch from Coal Dale, I. T., northeast via South McAlester to Fort Smith, Ark.; another branch from near Steringtown, Choctaw Nation, via Antlers and Eagletown, to Texarkana, Ark.; another branch from Marshall via Guthrie, Shawnee and Tecumseh to a point on the Red River. The road will traverse the Counties of Woods, Grant, Garfield, Kingfisher, Canadian, Logan, Oklahoma, Cleveland and Pottawottimie, in Oklahoma. The incorporators are: Smith H. Miller, of Charlton, Ia.; J. H. Cameron, Albert E. Yerkes and S. D. Cook, of Chicago; J. S. Colley and J. M. McCormick, of Oklahoma City; L. N. Vanhorn, of Salt Lake City; T. C. Lindley, of Medicine Lodge, Kan.; H. K. Bickford, of Alva, O. T., and J. M. Bickel, of Springvale, Kan. The Choctaw, Oklahoma & Gulf is reported to be back of this company.

Northern Pacific Superintendent Out

DULUTH, Minn., Feb. 14.—Edward S. Brown, superintendent of the Lake Superior division of the Northern Pacific, has resigned to become general superintendent of the Montana Central, one of the Great Northern subsidiary lines.

Large Scheme for Burlington.

WALLA WALLA, Wash., Feb. 14.—The Union tomorrow will say that, according to plans outlined by a civil engineer professing to be in the employ of the Burlington system, that railroad is contemplating building from Billings, Mont., across the Blue Mountains, striking the Walla Walla Valley at Milton, Or., and bridging the Columbia River at Old Wallula. The road will go to Portland along the north bank of that stream.

Dreadful Croup

Croup attacks a child without warning and needs very prompt attention or it may prove serious, even fatal. If you notice any symptoms of croup, give baby a small dose of

DR. BULL'S COUGH SYRUP

It will relieve it instantly and cure it in a night. No danger from choking after you have given baby one or two doses. Every mother should keep a bottle of Dr. Bull's Cough Syrup in the house to be prepared for sudden attacks of croup. Thousands of letters are received from grateful mothers, who say their babies' lives have been saved by Dr. Bull's Cough Syrup. **Be careful and see that you get the genuine**; do not let an unreliable dealer sell you some cheap preparation that he says is "just as good as Dr. Bull's." He is thinking of his profits only, not of your health or the health of your baby. See that the **"Bull's Head"** is on the package, then you know it is the genuine. Dr. Bull's Cough Syrup is prescribed by all doctors and used in leading hospitals exclusively. Large bottles at all druggists, 25c.

"THE ONE THAT CURES."

SMALL DOSE. PLEASANT TO TAKE.

FREE.—A Beautiful Calendar and Medical Booklet sent free postpaid to any one who will write A. C. MEYER & CO., Baltimore, Maryland, and mention this paper.

Catarrh

Catarrh is a dreadful disease that comes sneaking along for years, gradually growing worse and worse—gradually spreading from the nasal cavity to the throat, to the bronchial tubes and on to the lungs, spreading over the delicate network of membranes—causing a vile and poisonous discharge, a discharge that is filthy and foul-smelling.

Often this discharge is not coughed or hawked up, but slides down to the stomach where it upsets the digestive organs and causes all sorts of disturbance—finally getting into the blood and weakening and impoverishing it.

Catarrh is a long story, full of troubles and misery until it finally controls the whole system and eventually destroys it.

A cold in the head is generally the beginning of catarrh, and chronic catarrh is a difficult disease to cure.

Halpruner's will check a cold at once—Halpruner's is fine for colds—it knocks out a cold in a few hours—it just drives it right out of the system and gives you quick and satisfactory relief.

So stop your cold with Halpruner's and keep up the treatment for catarrh—take Halpruner's internally to remove the cause and spray the medicine, diluted with water, up the nostrils to clean out mucous and phlegm and allay the inflammation and soothe the soreness.

Keep up this treatment conscientiously and regularly and your catarrh will gradually disappear.

Do not get discouraged if you are not cured in a day or a week. Remember this—you have had catarrh for many years and it has a strong hold on your system and you must not expect to get rid of it at once. But keep up the treatment and you will cure yourself entirely.

Halpruner's

All druggists should sell Halpruner's—if yours refuses to supply you the Halpruner Medical Mfg. Co., 28 California St., San Francisco, will send you a large bottle by prepaid expressage on receipt of $1.00. 40

WRECKED BY A BOULDER.

Disaster to a Work Train in Which Seven Men Were Killed.

LITTLE ROCK, Ark., Feb. 14.—Seven men were killed and at least 14 seriously injured by a huge boulder, weighing 15 tons, crashing into the caboose of a work train on the Choctaw, Oklahoma & Gulf Railway, 20 miles west of Little Rock, at 10 o'clock this morning. The dead:

SAMUEL SIMON, white, Booneville, Ark.
B. T. JONES, white, Booneville, Ark.
ORANGE FOSTER, colored, Little Rock.
JOHN WILLIAMS, colored, Little Rock.
HENRY M'GEE, colored, Little Rock.
Two unknown men.

The injured are: Bill Penninger, foreman of gang, leg broken and internally injured, serious; William Logan, Booneville, hurt internally, will die; Freeman Davis, John Connor, Ed McGinnis, foreman extra gang; Frank Powell, colored; Mose Garrett, colored; Emmett Burnet, colored; John Hollins, colored; Jim Carroll, colored; W. H. Bellewa, white; D. C. Hardin, colored; Otto Paylor.

The work train was headed west, the engine pushing six cars and a caboose. It was in charge of Conductor J. R. Gamble, Engineer Nazor and Fireman W. H. Evans. As the train was passing under the high bluffs bordering the river two miles west of Little Maumelle, the crew saw a heavy rock rolling down the steep declivity, having been detached from the hillside by the rain. The train was going slowly, but was almost upon the rock when it struck the train. Engineer Nazor reversed his engine at once, but the train struck the rock with almost full force. The caboose was at the head of the train and was shivered into splinters. Most of the men who were killed and injured were in the caboose.

Just back of the caboose there were three cars of sand and many of the men were buried underneath the sand which was thrown forward by the terrific impact. Fifteen injured were brought to Little Rock and are now at St. Vincent's Infirmary. One of the most severely injured died on the way to the hospital.

It is thought that there are others killed or buried under the sand at the scene of the wreck, as there are several missing and yet unaccounted for. A crew of workmen are clearing the wreck and looking for the bodies. If the engineer had not stopped the train when he did, the entire train must have been hurled down the embankment.

Rear-End Collision.

ALTOONA, Pa., Feb. 14.—Three men killed, four probably fatally injured and two seriously injured, one freight train a complete wreck and another one nearly so, are the results of an accident this morning on the Pennsylvania Railroad on a steep grade a few miles below the Horseshoe curve. The dead are:

A. S. GROVE, conductor.
W. B. WESTNOR, brakeman.
T. W. COONEY, brakeman.

Control of the second section of an eastbound freight train was lost soon after emerging from the Gallitsin tunnel, and two miles west of Alegrippus it crashed into the rear of the first section. Ten cars, the caboose and two engines were completely wrecked.

Fraud Is Alleged.

PITTSBURG, Feb. 14.—Attorneys R. T. Watson and John S. McCleave, on behalf of the Pittsburg Coal Company, the railroad coal combine, have entered suit in the county courts against William P. DeArmit, John Walker, William H. Berger, George Lauder and many other prominent former stockholders of the New York & Cleveland Gas Coal Company, the Fidelity Title & Trust Company, Moore & Schley, of New York; Pennsylvania Mining Company and others. Allegations of attempt at fraud are made against some of the defendants. Nearly $800,000 is in dispute, the coal combine claiming that this amount was illegally withheld from it. An injunction is asked for.

Men's Resort Entertainment.

Tonight at 7:45, at the Men's Resort and Third-Street Mission, 69 North Third street, the usual Saturday entertainment will comprise a short musical programme and a popular address by T. C. Devlin, on "Municipal Ownership." No admission fee is charged, and everybody is welcome.

Five yards in four years is the rate at which the water pouring over the falls of Niagara wears away the rock beneath.

SPECIALISTS for MEN

Strictly Reliable.

Dr. Talcott & Co.

(INCORPORATED.)

Many Men Treated for a Weakness Which Never Existed.

In the largest proportion of cases lost vitality, the prematureness and the train of symptoms known as "weakness," certain morbid conditions of the urethra and prostate gland damaged by early dissipation or illy treated contracted disorders so react on the organs that a condition of diminished vitality and function is induced. Our knowledge of the morbid changes in the organs themselves is quite clear and full, but how these changes operate on the nerves and spinal cord center are mysteries to the medical profession. Whatever the morbid change may be, however, the effects are apparent to the embarrassed sufferer; these troubles being symptomatic of the above-mentioned well-defined morbid conditions, it seems that even the unprofessional patient must understand that stomach drugging will not cure, but efforts directed toward repairing the damaged tract will restore. In practice such is the case, as the treatment on these lines seldom fails to accomplish the desired result. Colored chart of the organs sent on application.

Dr. Talcott & Co.

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Nasal CATARRH

In all its stages.

Ely's Cream Balm

cleanses, soothes and heals the diseased membrane. It cures catarrh and drives away a cold in the head quickly.

Cream Balm is placed into the nostrils, spreads over the membrane and is absorbed. Relief is immediate and a cure follows. It is not drying—does not produce sneezing. Large Size, 50 cents at Druggists or by mail; Trial Size, 10 cents.