WILL BUILD THE ROAD

SO WRITES LIEUTENANT BARROW OF BAKER CITY ENTERPRISE.

Surveyors to Be Put in the Field About May 1—Trains by the End of the Year.

BAKER CITY, April 7.—Lieutenant Edward S. Farrow has written a letter to O. L. Miller from New York, saying he will be here before the end of the month prepared to go ahead with the Baker City & Seven Devils Railroad.

It is understood that a party of surveyors will be put in the field about May 1, which will be as early as they can work to advantage. The distance from here to Ballard's Landing, the present proposed terminus of the road, is 90 miles. The grades are easy and there is very little rock work on the route, so that if the work of construction can be started by the 1st of July, trains will be running by the end of the year.

ROAD MUST BE BONA FIDE.

Otherwise Company Cannot Hold Right of Way.

DENVER, April 7.—The Colorado & Southern Railway's proposed short line to Cripple Creek and possible transcontinental cut-off by way of the Canyon of the South Fork of the Platte received a setback by a decision of the Supreme Court handed down today by Justice Gabbert. In 1896 the Denver Power & Irrigation Company filed on land in Platte Canyon for a reservoir site 160 feet high and backing up the water for six or eight miles. The Colorado & Southern then laid claim to a right of way over the land in question by virtue of a deed from the railroad companies which had made filings, and began to lay rails in the canyon. Suit was brought by the Power & Irrigation Company to condemn the land wanted. The District Court decided against the Power & Irrigation Company but the Supreme Court reverses this judgment and remands the case. In his opinion Justice Gabbert holds that a railroad company cannot hold lands, even if it has laid rails, unless it runs a bona fide railway.

TRAIN WAS WRECKED.

Wind Blew Box Car Out on Main Line Track.

SPOKANE, April 7.—The Great Northern eastbound passenger was wrecked near Winchester, between Wilson Creek and Wenatchee, this morning. The fireman, whose name cannot be learned, was hurt internally. Engineer Depew escaped with slight injuries. None of the passengers was seriously injured. While the train was running 50 miles an hour the engine struck a box car which had been blown down the switch by a high wind so as to foul the main track. The track was torn up for several hundred feet, delaying traffic 15 hours. The delayed train will arrive here about midnight. A wrecking train went out from Spokane and the injured fireman will be brought here. The engine was turned over in the ditch.

Mudslide Stops Train.

A mudslide at Dodson's spur, a short distance west of Bonneville, stopped the O. R. & N. train from Chicago that was due in Portland yesterday morning at 8:10. Passengers were transferred to a train sent up from Portland and brought in without great delay. The passengers made the transfer by walking less than a quarter of a mile between the trains. The track was cleared during the day and the evening trains went out on time.

That point is where mudslides are more frequent than at any other place on the line. The train from Spokane came by it but a short time before and there was then no evidence of a slide from the mountain side. The river of mud had just begun to flow across the track when the Chicago train reached there.

Both Engines Damaged.

NORTH YAKIMA, April 7.—Two freight trains ran together head-on in the Yakima Canyon at Roza at 1:30 yesterday afternoon, and delayed traffic several hours. Both engines were badly damaged, but no one was hurt. The trainmen jumped before the collision came. This is the second similar wreck at that place in the last month.

Panama Railroad Earnings.

NEW YORK, April 7.—The Panama Railroad Company's report for the year ended December last was presented to the stockholders today. It showed gross earnings of $3,196,709, and operating expenses of $2,475,207. After charging $5100 to depreciation and paying fixed charges of $496,812, there remains a surplus of $296,290.

Santa Fe Men Out of Danger.

TOPEKA, Kan., April 7.—All the employes of the Santa Fe general offices were today ordered by General Manager Mudge to stop work until further orders. The office building is stated to be in imminent danger of collapse, and the departments will remain closed until the defects can be remedied.

Right of Postal Telegraph.

DENVER, April 7.—The Supreme Court of Colorado decided today that the Postal Telegraph Company may construct lines along the right of way of the Union Pacific Railroad. The Union Pacific Company and the Western Union had resisted the application of the Postal Company for right of way.

MORALITY IN THE ARMY

President Roosevelt to Be Congratulated on the Recent Order Issued.

PORTLAND, April 7.—(To the Editor.)—Votes of thanks from the social purity societies and the equal suffrage associations are already beginning to rain in upon President Roosevelt, for the general order which he has just caused to be issued from the War Department to "the officers and enlisted men of the Army, especially those serving in tropics and away from home." The order says in part:

"It is the duty of officers to point out to the men, and particularly to the younger men, the inevitable misery and disaster which follow upon intemperance and vicious living. The officers should of course remember that the effect of what they say must largely depend upon the lives they themselves lead. Each officer should be an example to his men in the way of temperate and cleanly living. The officers should teach their men that morality and efficency in the life of a soldier, as in civil life, go hand in hand. Idleness and the lack of heartful amusement and occupation are provocative of debauchery. Officers should do all in their power to encourage healthy exercise and physical recreation, as well as to supply opportunities for cleanly social and interesting mental occupations. The young men, especially many who have been but recently taken away from the restraints and influences of home, should be encouraged to look to their superiors for leadership and support amid temptations around them. Every effort should be made to promote throughout the Army a clearly moral tone in word no less than in deed."

The order directs the officers to impress upon their men the "worse than folly" of the idea that upright living is prejudicial to health, and says in conclusion:

"As a Nation, we feel keen pride in the valor, discipline and steadfast endurance of our soldiers, and hand in hand with these qualities must go the virtues of self-restraint, self-respect and self-control."

Concurrently with this, there has gone out to Manila an order forbidding the issuing of official health certificates to women of bad character, a practice which has given rise to strong protest in the United States, and was regarded by many as a virtual licensing of immorality. A friend of Mr. Roosevelt writes:

"The President's theory regarding this whole matter is that moral education and stimulation is the only sure dependence in a struggle with the social evil. No law has ever been devised, which could break it up, and the one hope of protecting the Army against its ravages lies in cultivating character and a real respect for decency among the men themselves. No one is better fitted to lay his hand to this task than the President; for, whatever his faults, he has at least proved by his own case that a robust body, an adventurous spirit, and greatest love of good fellowship are quite consonant with private life sunny throughout and well ventilated on its moral side."

ETHEL C. AVERY.

THE 1905 FAIR.

Mr. Miller Writes From Charleston About Lewis and Clark Fair.

CHARLESTON, S. C., March 28.—(To the Editor.)—As there seems to be a prevailing fad among your many readers to volunteer advice and suggestions regarding the management of our great Lewis and Clark Centennial, you will pardon one who has been connected with every great exposition held in the United States since 1893 in which our state has been represented for falling into line and also offering a few suggestions founded on experience and observation.

Since our people have determined to have an Exposition and have made such a favorable beginning, it becomes the duty of all to put forth every effort to make it a grand success. We must quit wasting time in making objections, but must put our shoulders to the wheel and help to carry out any and every plan or scheme that the majority may decide will bring the best results. Our state has always been liberal and enterprising in her participation in all great American expositions, and there is no reason why we should not succeed when we have one at home. We must not fail to notice the mistakes and failures made by other expositions, but must benefit by their experience and avoid the many blunders made, for we will find obstacles to contend with such as no previous exposition has had. We must not lose sight of the fact that expositions, like all fads, have about run their course; that each succeeding fair seems to lack the interest and attention of its predecessor, and that all except the Trans-Mississippi, held in Omaha in 1898, have proven financial failures. The Pan-American, held in Buffalo last year, in spite of being in the very center of population, and with the Niagara Falls as a side attraction, was a flat failure from a financial standpoint, though held in a city of nearly the same population as the whole State of Oregon.

And as the most essential necessities for a successful exposition are exhibits and attendance, which make it necessary for us to cater to the tastes, not only of our own people, but also to those whom we expect to cross the continent, as they are not coming from the East to see goods made at their homes; nor will our people be very much interested in a display of products they see every day; but instead we must produce something new and novel and better than has been shown before. We are but bringing up in the rear of a series of great expositions and following in the wake of the great world's fair to be held in St. Louis in 1903, which will outdo the great Columbian Exposition of 1893, and which makes it doubly necessary for us to offer special attractions in order to draw attention. As we expect visitors from all parts of the world, and of all classes and conditions, who will observe and learn, and on returning to their homes will carry to their neighbors information and impressions of the vastness of our territory, our mild and healthy climate, the magnitude and variety of our resources and industrial development, the intelligence, prosperity, liberality and freedom of our people.

The purpose of our Exposition is to reveal to the world the marvelous development of the Northwest in the last half century, and to emphasize the importance of developing the rich commercial possibilities now open to the United States through our newly acquired possessions, and to expand our Pacific Coast trade and build up commerce.

A more propitious time, therefore, to impress profoundly upon the whole world the importance and glory of our achievements, or a more favorable opportunity for displaying the splendor of our institutions, exhibiting the tangible evidence of the prosperity of our people and of our advantages as a state, and the vast extent of our commercial expansion, has never been presented to the people of our state. The rapid progress made in the great Northwest in recent years has attracted the attention of the entire country, and today the people of the East are beginning to realize that they are far more dependent upon the great Northwest than the Northwest is upon them, and one of the objects of our Fair should be to aid the visitors from afar in learning more of our state and our city, its commercial, financial and industrial activity, all of which should be portrayed accurately to the stranger. For have we not cause to be proud of our city, its people, its customs, its manners and its history? All are alive of that spirit which has made the growth and development of the Nation, and particularly the Northwest, the marvel of the world. Nowhere else will Americans find so much to thrill them with patriotic pride or to remind them so forcibly of the heroism, intelligence and sacrifice of the men whose achievements 100 years ago have made possible the glorious present. For we can show the stranger a city with all modern conveniences, the best and purest water in the world, educational facilities second to none, equal to any in art and sciences, public parks, libraries and free reading-rooms, museums and lecture halls. Our charitable and benevolent organizations, our beautiful and comfortable residences, must all be shown to our guests at their best, and should leave a favorable impression upon their minds that will be lasting.

The importance, then, of making a success of our Exposition cannot be overestimated, as the benefits derived will not be transitory, but will endure forever, and in aiding to accomplish these results we are but doing our duty to our country, our state, our city and our fellow-beings as loyal citizens, devoted to the best interests of our community.

A. W. MILLER.

New Commandant Appointed.

OLYMPIA, Wash., April 7.—The State Board of Control has decided to appoint J. H. Coffman, of Puyallup, commandant of the State Soldiers' Home, at Orting, to take charge May 1. Coffman is a well-known G. A. R. man. He succeeds J. M. Carson, of Seattle, a Democrat, who was appointed by Governor Rogers in August last. Carsons' resignation was called for for political reasons, his successor being a Republican. Mrs. Coffman becomes matron of the home.

Site for Federal Building.

OLYMPIA, Wash., April 7.—A United States Treasury warrant for $25,000 was turned into the State Treasury today in part payment for a site for a new Federal building at Seattle. The land was owned by the state. It was given for university purposes years ago by the well-known pioneer, A. A. Denny.

Oil Struck Near Dallas.

DALLAS, Or., April 7.—It is reported that oil has been struck at the Hirschberg well, south of Dallas. All hands are silent. The strike is reported to be at between 700 and 800 feet.

BIG CROWD FOR THUNDER

GREAT RUSH TO IDAHO CAMP ABOUT TO BEGIN.

Many Prospectors Already at Weiser, and Stampede Is Certain to Follow.

MEADOWS, Idaho, March 30.—(Special correspondence.)—The rush, the great rush, such as Alaska experienced, and the merchants of the Northwest have enjoyed the last three years, is not yet for Thunder Mountain, but is fast approaching. Straws show the direction of the wind, and straws in the shape of men are blowing in from all quarters. Men who have handled pick and shovel, and dug for gold, and followed mining excitements; men from the East, from the North and from the South have been getting off every train at Weiser the last few days, in parties of two, three or more. They remained in town long enough to gather some information in regard to the trail and get together an outfit, and then faded away on the morning train for Council, there to get pack horses, bullhide toboggans, and take the train for Thunder Mountain.

WORKING A GIANT ON A THUNDER MOUNTAIN CLAIM.

Nearly all asserted that they were but the forerunners of a telling exodus from their respective communities. "A party of 35 will leave Mercur on the 1st," "You don't hear anything but Thunder Mountain in Colorado. There will be a big rush from there when the season opens"; "Why, there's more talk of it down in Bisbee than there is here, if anything. Lots of the boys are coming." And so it goes. If half as many come as predicted the Summer of 1902 will see the tide of stampeding turned from the coast to the interior of the continent. "If one-tenth be true of the tales of richness that come from the camp," said a railroad man of National reputation to me, "it will be one of the great mining districts of the world."

What the true position of the camp will be among the world's producers, the Summer's development work alone can tell. In a small way development and production have been going on all Winter on the Dewey group, but curtailed, of course, by lack of men, supplies and inaccessibility. One thing is certain, and it is a feature seldom seen in the case of poor camps—the nearer one gets to the camp the greater become the stories of its possibilities, and the more pronounced the conviction in its richness.

If Thunder Mountain is to see an excitement this Summer like that Alaska enjoyed, it has also another point of similarity with its northern rival in climate and conditions. However, accessible wagon roads and railways may eventually make it, getting in there now is not unlike the struggle across White Pass in 1897. There are several possible routes to the new camp, and doubtless all will be utilized later, and the best will be that which is the nearest of approach from one's starting point. But for the present there is no doubt of the superiority of the Weiser-Council route. The proof of it is that it is the only one which has been traveled during the Winter by those going into the district, or coming out of it. If the other routes were as credited, they would have been equally patronized, and this fact will save many a prospector who intends going in before the snow is off, much disappointment, if borne well in mind.

Another thing the intending traveler can learn to his great convenience is that flour and the coarser groceries and supplies can be obtained as well, and much cheaper, at Council and Meadows than they can be taken in in retail lots.

From Weiser to Council, a distance of 60 miles, the Pacific & Idaho Northern Railroad traverses the Weiser River Valley. The valley lands are already bare, and cultivation ready to begin, but the surrounding hills and mountains still bear a heavy mantle of snow. Council is the end of possible railway travel, and one has the alternative of purchasing pack ponies and going forward in that way or of taking the stage from Council to Meadows, and from there hiring his outfit dragged over the snow on the hillsides by ponies to Warren. Between Warren and the south fork of the Salmon the snow has pretty well gone, and bull-hide toboggans give place to pack saddles. Pony travel ceases at the foot of Elk Summit, and if one is to strike an average of the various estimates of the distance to that point from Warren, 20 miles is the result.

From "Smoky Cabin," near the foot of Elk Summit, to Thunder Mountain, by the trail to be traveled, is 50 or 60 miles, and while the snow remains "shoulder-high" a man must rely on himself, and not on horses, for his progress and his provisions. It is a long pull, a strong pull and a pull all together—or stay out. There will be a decided advantage to the prospector in always having his pack horse, his base of supplies, with him; but for the man who intends merely to go in and look around, much trouble and time can be saved by taking advantage of the excellent stage service now being operated from Council to Meadows, and securing ponies at the latter place. It is still too early for any but those accustomed to hardships and capable of physical endurance to attempt the trip. It will remain too early for every one to go into the camp without food until a wagon road is built, for there is not a pound of provisions to be had there at any price.

MARSHLL BOND.

CIVIL IMPROVEMENT.

An Article in Century Shows the Results Obtained.

PORTLAND, April 7.—(To the Editor.)—For more than three years the Taxpayers' League has been agitating the question of improving the physical condition of the city, and has continuously maintained that from a practical standpoint it would pay, and that the advantages of good and clean streets and beautiful surroundings would be so apparent that there would be no difficulty whatever in maintaining a high standard of civic beauty.

Apparently many of our city authorities have taken the opposite view, and have assumed that the majority of people here prefer dirt and ugliness rather than cleanliness, health and beauty.

Apropos of this subject, I desire to call your attention to an article in the Century for April, by Sylvester Baxter, entitled; "The Beautifying of Village and Town," and submit a few quotations therefrom, which I request you to publish, as it shows the result of this character of work in other cities and towns where it has been carried out.

"Almost half a century has passed since the movement took organized form in a little mountain town in Western Massachusetts. Stockbridge was a right shabby-looking country town in those days of 1853, and a sense of shabbiness prompted a refined young lady, Miss Mary Gross Hopkins—who later became Mrs. J. Z. Goodrich—to organize a society to make the town a beautiful one, the expressed purpose being to encourage the civic spirit by preserving the historic associations of the place, and in various ways awakening a sense of pride in the community. That the most intensely practical side of a thing is found in the ideal is exemplified in the history of this society. Its idea was civic beauty; and the beauty that hard-headed matter-of-fact persons are so apt to scoff at, asking, "What is it all worth?" soon turned into hard dollars and cents for the whole region. Clothed with beauty as with a garment, the fame of the town spread abroad as a place well worth living in. Every dollar expended for beauty has brought thousands back; vast wealth has sought the region, and gives golden values to pastoral acres and rocky hillsides. Close by, in response to this spirit, the town of Lenox has become a world-famous pleasure resort, and the country round about it is filled with palaces. Civic beauty and prosperity are convertible terms. The example of Stockbridge speedily became contagious, and made a garden of many a Massachusetts town.

"First in order in activities of this kind comes cleanliness. Clean streets and public places, clean private premises—with these secured, the first great transformation in the community takes place. When nuisance-breeding rubbish-heaps are cleared away, and vacant lots covered with all sorts of litter are cleared up, everybody notes the improvement and is interested in seeing it maintained. Orderliness, of course, goes hand in hand with cleanliness. The latter cannot be secured without order. And with good order there is an aspect of neatness that commands popular respect. It pleases the public eye. Nearly everybody will desist from throwing rubbish into a well-kept place, and from scattering torn-up paper or other litter in a clean street. Public sentiment is easily cultivated in favor of public cleanliness and order. A notable instance of its growth is to be found in the agitation against spitting in public places since it was determined that the practice was a danger to public health. The posting of notices with regulations against it, and the frequent discussion of the subject in the press, have made a strong impression upon the public sentiment, and in consequence the offense is not practised to anything like the same extent in communities where there has been such agitation.

"Good streets and sidewalks, clean and smooth, are amongst the best tokens of advanced civilization. Cleanliness means health, and smoothness means economy of energy, human, naimal and mechanical, which is equivalent to economy of money. Every little unevenness of surface presents a corresponding push against energy expended, amounting to enormous aggregates of wasted force in the course of a day. For instance, there is probably less fatigue from walking three miles over a smooth sidewalk, say of artificial stone, than from one mile over an uneven walk of stone or brick.

"The final aim is the achievement of beauty. To this cleanliness and order lead. Without them there can be no civic beauty. They stand at the base of it, and give the good surfaces and true lines from which beauty is developed."

J. N. TEAL.

Child's Leg Crushed.

PENDLETON, April 7.—Ella, the 5-year-old daughter of Mr. and Mrs. W. O. Hamisch, of West Webb street, is lying at home tonight with a badly mangled leg. She was playing with children on the Washington & Columbia River Railroad's turntable. Her leg was caught and crushed from near the ankle to the thigh. She will be taken to the Sisters' Hospital tomorrow, and it is thought that the leg will have to be removed. This is the second accident of the kind that has happened at the same place within the last 10 years. Guy Durham, a young man, had his foot badly crushed in the same manner two years ago.

HOW EAST SIDE GROWS

STREET RAILWAY DEVELOPMENTS IN ALL DIRECTIONS.

Service Has Been Greatly Improved—Extensions Projected—Surveys Being Made.

The growth of the East Side is shown in the demands for better street-car service in every direction. Neighborhoods that had been for years content with 30-minute service have asked for and received 20-minute service, as was the case of Woodstock and Richmond the past week, when the better time went into effect. Before the close of the year these neighborhoods will be asking for 15-minute service, and they will doubtless get it. Rails for a double track as far as East Twenty-sixth street will be received from Antwerp by next August, when a quicker service will be required.

The Brooklyn car line is in operation, and as far as heard from gives good satisfaction for the present, but before long there will be a clamor for 15-minute service, although the cars run very fast.

The Portland City & Oregon Railway Company is giving 20-minute service to Sellwood, which with the Woodstock and Brooklyn lines provides three car lines for the south and southeastern portion of the East Side. That section ought to grow this year if plenty of cars and quick transportation have any effect on a community. Last year about 100 new houses were erected south of Hawthorne avenue, and it is predicted that there will be 200 dwellings put up.

According to the real estate transactions there is "something in the wind," south from Inman, Poulsen & Co.'s sawmill. Some time ago a line for a railway was surveyed from the Rosa Wallace tract, which was recently acquired by the Portland City & Oregon Railway Company, southward. Grade stakes were set up at intervals. Last week the following property was transferred: Lots 1, 2, 3, 4, 5, 6, 7, 8 and 9 in block 2, to James N. Davis, and also lot 10, in block 2, to Mr. Davis, the whole amount paid being $4150. This transaction was recorded. It is stated that the land is for railroad purposes. Right of way has been secured through the Woodward and other tracts on southward, but how far and for what line of railway is not known; but it is not denied that this right of way has been secured for a railway. It is conjectured that it is for the company that secured the Rosa Wallace tract. There is no question but there will be some considerable developments in railway matters in this district this year.

In Albina the Mississippi-avenue branch has just been extended to Shaver street, and the promise is made that it will be continued on to a connection with the St. Johns railway this year. Also as soon as material ordered shall have arrived the St. Johns railway, now operated as a steam motor railway, will be electrified through from the present junction at Killingsworth and Williams avenues to St. Johns. It is expected that work will be commenced on this important improvement by June, and that before the close of the year electric cars will be operated from the heart of Portland to St. Johns every 20 minutes at least.

Another railway was projected for the Peninsula, to be operated in connection with the Portland Railway Company. A considerable subsidy was raised for this project, but little has been heard of it recently.

A franchise was granted the City & Suburban Railway Company on East Twenty-eighth to York street, but no work has been done on this branch so far.

The Richmond people have a project on foot to try and extend the Richmond branch on eastward to Mount Tabor reservoir. They think that it will pay.

The greatest interest is manifested in the movements of the crew of surveyors who have been running lines from Mount Scott terminus of the electric railway toward the Clackamas River, on which the Portland City & Oregon Railway Company will establish a power station. Residents of Damascus say that the surveyors have run a number of lines around that settlement, but they are not able to learn what route will be selected.

The liveliest interest is being taken in these surveys at Gresham, and all through Powell's Valley, and the hope is entertained that the company will find it to its interest to tap that rich and prosperous valley, and end by constructing an electric railway to the foot of Mount Hood. That fine district presents a most inviting field for an electric railway. There are thousands of acres of fine cedar and fir timber that cannot be touched without such a railway.

IN THE FAR EAST.

Probabilities of War in the Orient.

The sharpened antagonism between Russia and Japan created by the conclusion and publication of the Anglo-Japanese alliance gives a special interest to the question of the naval and military conditions of the two countries in the event of war between them, says a writer in the New York Sun. It is undeniable that circumstances seem to be largely in favor of Japan. Her forces are concentrated, ready for action and, as events during the past six years have proved, admirably organized and commanded. In the war with Russia her base of operations is within easy reach of any army she can put into the field, and its communications by sea would be fairly well—it cannot be confidently said adequately—guarded by her fleet. That this is felt by the Japanese Government is shown by the announcement that it is about to present a new shipbuilding programme to the Japanese Parliament. This is so far good that it makes for a postponement of the possible conflict, during which the cause of peace may be promoted by other means than fighting for it. The prompt and emphatic declaration of the French and Russian Governments so quickly after the promulgation of the Anglo-Japanese alliance also makes for peace, as it enlarges the arc of conflict, which is against the interest of Europe, and forces Great Britain out of the conditional attitude assumed in the treaty into the fighting line at the start should war break out. For this neither the British Government nor the people are ready, which was well understood when Russia and France agreed on their joint declaration and published it. For the moment, therefore, Japan has been isolated and the responsibility for a war thrown on her government.

The actual modern fighting strength of the Japanese Navy is, in battleships and cruisers of various classes, 204,200 tons, comprising six battleships, one of which is still in England, and 20 cruisers. This is far in excess of the force Russia could put into line just now, her far Eastern squadron having been recently reduced by the return to Europe of two second-class battleships and three cruisers rated second class for speed. Renenforcements, however, are going out later or are on their way, which, when assembled, would bring the Russian strength up to 163,780 tons of modern battleships and cruisers, comprising six battleships and 11 cruisers. If considered necessary, further reenforcements will be sent out. The torpedo-boat and torpedo-boat destroyer strength of two squadrons may be reckoned nearly equal, with the advantage on the side of the Japanese. In the matter of cruisers the Russians are weak in numbers, but none of the ships are under 6200 tons, while of the Japanese there are 10 under 4500 tons, down to 2700 tons.

The strength of the French squadron in China seas is given at about 91,000 tons, but only a part of it is modern. It would, however, bring the Russians up to a parity with the Japanese, the British squadron, whatever its strength might be, being left the arbiter of the situation.

It has been assured that a war between Russia and Japan would open with a great naval engagement which would go far to decide the issue. But this is improbable. Under any circumstances, the interest of Russia would be to avoid a general action at sea, and still more risking her ships against fortifications. The fact that her two naval stations, Port Arthur and Vladivostock, are separated by Corea and the Japanese Islands, and that a squadron at Port Arthur would be in danger of finding itself blockaded by a superior force, leads to the supposition that the Russian naval operations would be based on Vladivostock, which is believed to be impregnable and has the advantage of being connected with the interior by two lines of railway not so liable to interruption as the line from Port Arthur. The radius of action of a Russian fleet based on Vladivostock is less than six hundred miles to any part of the Japanese coast within the sea of Japan from La Perouse Strait to the Strait of Corea. But the greater probability is that the Russian naval force would be used in such a way as to distract the attention of the Japanese fleet and that of their ally if circumstances permitted of Great Britain giving the support promised in the treaty of alliance.

It is on land, therefore, that the issue would be fought. The strength of the Japanese Army we know, as also its record against poorly trained and badly led levies of China. Its war strength is 392,000 men and 1068 guns, of which quite two-thirds could be put into the field at the beginning, and kept up to full strength for a short campaign. What force Russia could assemble within a given time in Southern Manchuria there are no means of knowing definitely. It has been recently stated that there are 80,000 troops of all arms east of Lake Baikal and in Manchuria, besides the garrisons of Port Arthur and Vladivostock, and that of the former is just reported to have been heavily reinforced; but it is certain that for several weeks past troops and war material are being sent eastward by the Siberian Railway as fast as they can be transported. This activity means that Russia will not give up her military hold on her railway communications through Manchuria to the sea without a desperate struggle.

For Japan the question is one of money, for she could not carry on a protracted struggle on her own resources. But the present movement is not favorable for negotiating a loan intended to be used in disturbing the peace of the world, and the participation of Great Britain in such a war would be fraught with danger to her Indian empire in the yet unsettled state of South Africa. Much depends upon the internal condition of China.

ROCK CRUSHER MOVED.

Citizens of Eastern Multnomah Will Get Better Roads.

GRESHAM, Or., April 7.—After standing idle for two years the rock crusher has been moved from the Lynch gravel pit on the Section Line road to a point just across the Sandy River from Troutdale. It was set up last Saturday at the base of the cliff just below the wagon bridge at that place, and is being put in condition for operations. Rock to be crushed will be taken from the mountain.

Extensive blasting will have to be done, but there is enough rock in sight to put a heavy layer over the whole county. The roads beyond the Sandy will get the most benefit from the crushed rock, as there are no gravel pits east of that river, and the demands for good roads are urgent. The first work will be done on the road near the crusher, and the improvement will be gradually extended.

It was intended to use crushed rock from the pits on the Base Line road last year, but a remonstrance was circulated against such an improvement, loose gravel being preferred, and the result was no permanent improvement of the Base Line last season. It will get its new bed of gravel this Summer, however, as the work is already under way from the 15-mile post westward and will be finished before haying season creates a demand for all available teams.

Stopped by City Attorney.

B. W. Emery's cold-storage warehouse and meat market, which he intended to put up on the site of Metzger's burned mill, has come to a sudden end on that particular piece of property, although the foundation had been laid. The Bull Run pipe line runs diagonally across the lot about 20 feet from the sidewalk, and the Portland Water Commission has a right of way 30 feet in width across the lot, which is recorded in the Recorder's office in the Courthouse. City Attorney Long came out here a few days ago and put a stop to all work on the structure, and Mr. Emery will have to look up a building site somewhere else. Mr. Metzger's mill was put up last Summer without protest, but it burned down within a month. He sold the lot to Mr. Emery, but will probably have to take it back again, as he gave a warranty deed. Several other desirable lots here are affected in the same manner, although the Water Commission would not object to very small structures, easily moved, or to the use of the land for other purposes.

Brief Notes.

W. W. Cotton is doubling the capacity of his creamery here, and will install more machinery.

Fred Palmquist and Elmer Hamilton have been appointed substitute letter-carriers on the two rural free delivery routes from this office.

Eastern Multnomah is getting its share of the immigration from the East. Over a dozen new families have bought farms in this section lately, and others are settling down on rented places. Nearly all the newcomers are from Nebraska.

The funeral of Mrs. Nellie D. Palmer, who committed suicide at Fairview on Saturday morning last, took place from the Methodist Church there yesterday afternoon. She was buried in the Baker cemetery, a large concourse of friends attending the funeral.

Rev. C. L. Hamilton and family were here last week, visiting the former's brother, W. H. Hamilton. They came from Red Cloud, Neb., and were on their way to Lebanon, where Mr. Hamilton will take the pastorate of the M. E. Church, exchanging pulpits with Rev. Mr. Dickenson, who has gone to Red Cloud.

Sickly People

who have no appetite and always feel tired, irritable and nervous, need a few doses of

Hostetters' Stomach Bitters

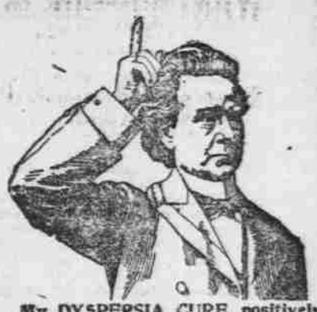
It will tone up the stomach, strengthen the invigorate the Liver and Kidneys, and induce sound, sleep. When taen faithfully, it will cure

Dyspepsia, Indigestion, Constipation, Biliousness and Flatulency.

Don't fail to tro it.

The genuine must have **Our Private Die Stamp** over the neck of the bottle.

DYSPEPSIA



My DYSPEPSIA CURE positively cures all forms of indigestion or stomach trouble. It rejuvenates worn-out stomachs. It builds up stomachs that have been weakened by powerful cathartics and old-fashioned nostrums.

Munyon's Dyspepsia Cure corrects flatulence of the stomach, palpitation of the heart, shortness of breath, and all affections of the heart caused by indigestion, wind on the stomach, belching wind of sour food, bad breath, offensive breath, loss of appetite, faintness or weakness of the stomach, improper circulation, coated tongue, heart-burn or water-brash.

His Headache Cure stops headache in 3 minutes.

Munyon's Pile Ointment cures all forms of piles.

Munyon's Blood Cure corrects all blood impurities.

Munyon's Liver Cure corrects headache, biliousness, jaundice, constipation and all liver diseases.

Munyon's Female Remedies are a boon to women.

Munyon's Asthma Cure and Herbs are guaranteed to relieve asthma in three minutes and cure in five days.

Munyon's Catarrh Remedies never fail.

Munyon's Vitalizer restores lost powers to weak men. Price, $1.

Munyon has a cure for every disease. The **Guide to Health** (free) tells of them. Cures, mostly 25 cts. Munyon, New York and Philadelphia.

MUNYON'S CATARRH CURE CURES CATARRH.

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TEETH EXTRACTED AND FILLED ABSOLUTELY WITHOUT PAIN, by our late scientific method applied to the gums. No sleep-producing agents or cocaine.

These are the only dental parlors in Portland having PATENTED APPLIANCES and ingredients to extract, fill and apply gold crowns and porcelain crowns undetectable from natural teeth, and warranted for 10 years, WITHOUT THE LEAST PAIN. Full set of teeth $5, a perfect fit guaranteed or no pay. Gold crowns, $5. Gold fillings, $1. Silver fillings, 50c. All work done by GRADUATE DENTISTS of from 12 to 20 years' experience, and each department in charge of a specialist.

EXAMINATION FREE

SET TEETH	$5.00
GOLD CROWNS	$5.00
GOLD FILLINGS	$1.00
SILVER FILLINGS	.50

We are making a specialty of gold crown and bridge work; the most beautiful, painless and durable of all dental work known to the profession. Our name alone will be a guarantee that your work will be of the best. We have a specialist in each department. Best operators, best gold workmen and extractors of teeth; in fact, all the staff are inventors of modern dentistry. We will tell you in advance exactly what your work will cost by free examination. Give us a call and you will find we do exactly as we advertise.

Our aim is to give the best work possible and guarantee all work for 10 years with a protective guarantee. All of our prices are the lowest consistent with first-class work. We do not compete with cheap dental work, but our charges are less than one-half that charged by others.

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