# ROAD INTO ALASKA

Plan for Line From Resurrection Bay to Rampart

#### SURVEY OUTFIT IN PORTLAND

Permanent Location to Be Made This Year-Will Traverse Agricultural Valleys as Well as Mineral Regions.

W. G. Atwood, division engineer of the Alaska Central Railroad Company, which was recently incorporated in the State of Washington, to build a railway between Resurrection Bay and Rampart City, was in Portland vesterday making arrangeents for taking a surveying crew north make permanent location of the line. He will leave Scattle next Sunday and get into Dawson before the ice breaks up. There he will ascertain what it will be necessary to take in and what can be pur-chased to better advantage on the ground. He will telegraph out the result of his inquiry, and the men to follow him will take in the supplies. He expects to be able to buy horses at Dawson cheaper

than he could take the animals in.

Mr. Atwood came to Portland to compare prices of supplies here with the quotations in Seattle. He said last night that the prices on most articles were about the same in the two cities, but Portland was lower on a few, and could supply some of the necessary articles that could not be obtained in Seattle

dissance of the route of the proposed railroad was made last season, and the record of it has been filed in the Interior Department at Washington, leaving the company a year within which to make the permanent location of the line. And still another survey of the route will be necessary before the track will be occurately placed. The route will be di-vided into four sections for this year's work, and Mr. Atwood will be in charge of the most northerly division. This will reach from Rampart City in a southerly direction to the crossing of the Tanana a distance of about 125 miles, according to the reconnoissance. Next to that will come the division reaching to the sum-mit of the range, which is only 2800 feet above the sea. Between the summit and a point near the mouth of the Sushitna River will be the third section, and the fourth section, numbering from the interior, will be that reaching across the from the Sushitna to Resurrection Bay.

For the past four years Mr. Atwood has been in the Yukon country as deputy min-cral surveyor. Before that time he was assistant city engineer of Chicago. He will have a crew of 10 or 12 men with him through the senson. Each of the other division engineers will have a similar force, and then Chief Engineer C. M. Anderson, with a relay crew, will pass back and forth over the entire line, looking after the general progress of the work

und reinforcing weak points.

Mr. Atwood has no doubt that the raliroad project is feasible, though it will cost a lot of money. The capital of the corporation is \$30,000,000, and enough is im-mediately available to bear the expense of the survey. The proposed road will cross the valley of the Tanana and for large production of vegetables and ce-reals. The Yukon Valley does not get the sun long enough to mature crops. Aside from those valleys and the immediate coast flat, the resources of the re-gion to be traversed by this railroad are

mineral, chiefly gold and copper, Resurrection Bay is said to be one of the best harbors in Alaska, the tides being low and the harbor land-locked, and the water deep. And, what is equally im-portant from a railroad point of view, the approach from the interior is easy. Val-des does not enjoy this advantage. There is as yet no wharf in Resurrection Bay, but the Alaska Central Railway Company expects to build one there this year. The road to be built will be of standard gauge, and its length is not expected to be more than 500 miles, though the reconnoissance made the distance 570 miles. It is likely that the company will ask Congress for a land grant.

#### ROUTING OF FRUIT SHIPMENTS. Santa Fe May Not Comply With Interstate Commission's Ruling.

LOS ANGELES, April 29 .- President E. Ripley is quoted as saying that the Santa Fe Railroad will probably not com-ply with the recent ruling of the Interstate Commerce Commission in the Los Angeles citrus fruit case, in which it was held that the practice of the Santa Fe and Southern Pacific Railroads of taking into their own hands the matter of selectinto their own hands the matter of select-ing the route by which fruit shipments from Southern California to the East shall sent, is illegal.

Our course in regard to the ruling of the Interstate Commerce Commission in the citrus fruit case will depend on what the lawyers advise," said Mr. Ripley. "I do not expect that we will comply with the ruling, but will let the courts decide whether we are right or if the fruit-shippers are right. We cannot comply with this ruling and continue to handle the fruit business. Before the railroads adopted the system of routing shipments the business was in a constant state of demoralisation. Shippers were in the habit of sending their fruit over any road whose overzealous agents would give them a few dellars rebate on each car, and we must either cut rates to meet that sort of competition or give up handling the bust-ness if we do not take the routing into our own hands."

## NO LINE YET DECIDED ON.

P. C. & O. Ry. Co. Still Examining Routes to Upper Clackamas,

President W. H. Huriburt, of the Portland City & Oregon Rallway Company, was yesterday asked about the truth of the rumor that his company had decided to build its projected extension to its power site on the Clacksmas River, on the route from Lents through Gresham and Eagle Creek. Mr. Huriburt said the report was erroneous. He presumed it had grown out of the fact that the company's surveyors had made a pretty careful examination of that country, and had surveyed a preliminary line on that route, had not been found satisfactory,

"We have also examined other routes." continued President Hurlburt, "and we are not yet through with our examination of the country. Within 10 days we shall send a surveying crew up the Abernethy Creek, which empties into the Wiliamette at Oregon City, to see what kind of a line can be obtained there. We shall use the most feasible route, but this cannot be determined before all shall have been examined. After the preliminary lines are run, and we have data to war-rant conclusions, we shall decide where the extension will go. Something will depend upon the attitude of the people, however, as well as upon the purely engi-neering features of the line."

#### DENVER-SALT LAKE ROAD. Money Has Been Secured for the Moffatt Line.

DENVER, April 29.-A telegram from David H. Moffatt, in New York, authorized the Denver representatives of the Denver & Northwestern Railway to commence the largest factory in the state will be the distribution of the pamphlet making erected, and it will be ready to handle announcement in detail of the plans of the this year's crop if possible.

railway and the resources along the route. The pamphlet comprises 37 pages and has been used by Mr. Moffatt in New York in informing capitalists on the subject. Now Mr. Moffait has the money necessary for the great undertaking. The amount is placed at \$22,000,000 or \$25,000,000. Mr. Moffatt individually has underwritten a ma-jority of the bonds, and Senator W. A. Clark is one of the principal names upon

the remainder of the money.

It is announced officially from the head-quarters of the company that the road is to be built. Owing to the large amount of rock, it is estimated that 2½ years' time will be required. Five surveying parties of the Moffatt road are now in the field, and others will be sent out when the snow disappears and it is possible for out-

menced on a large scale by August 1, and the first 100 miles of road will be built from Denver westward. Work will also be prosecuted from the Salt Lake end, and perhaps at different points intermediate,

Rock Island System Divided.

# SITE FOR THE MONUMEN

LOCATION FOR MEMORIAL TO SEC-OND OREGON DEAD.

Sub-Committee Recommends Middle of Sixth Street Between Postoffice and Portland Hotel,

The sub-committee charged with the snow disappears and it is possible for outdoor work to be carried forward. A preliminary survey has been made over the
entire route, showing that the distance
between Denver and Salt Lake can be
between Denver and Salt Lake can be
postoffice and the Portland Hotel. This
conclusion of the sub-committee was made known yesterday in a letter from its chairman, Mayor H. S. Rowe, to Chair-man H. W. Scott, of the general committee. In the regular course of affairs the report will go before the general commit-tee for consideration, and if it be adopted by the general committee the Common Council will be asked to take the neces-

tory to the general committee, and that they will give a decision quickly, so that the necessary arrangements can be made with the city authorities for the use of the street for the monument and the work pushed ahead as quickly as possible, as the people seem to be disastisfied with the delay. In case the committee are not satisfied with this selection, the subcommittee on selection of site will be pleased to take further action at any time. I return herewith letter of Colonel Jackson on this subject. Yours, respectfully.

H. S. ROWE, Chairman Subcommittee on Monument Site,

The proposal to erect the monument in such a place recalls the lines of Tenny-son's "Ode on the Death of the Duke of Weilington," namely: Where shall we lay the man whom we de-

Here, in streaming London's central roar. Let the sound of those he wrought for, And the feet of those he fought for, Echo round his bones for evermore.

#### TO FIRE FIRST GUN.

(Continued from First Page.)

perfectly safe and that his election is sure. While the work in his behalf, as CHICAGO. April 29.—The management of the Rock Island road has made a material change in the plan of operation of the street for the purpose named. As large as possible, the state managers are

# SITE SUGGESTED FOR THE OREGON VOLUNTEER MONUMENT. SIXTA

the company's lines. Hereafter, the sys- est to the general public the matter is The lines east will be known as the Rock Island line, east of the Missouri River, and the lines west as the Rock Island lines west of the Missouri River. Each grand division will have its separate oper-ating officials, who will be under the direct charge of General Manager Goodnow. In pursuance of the plan, the lines west of the river have been placed in charge of H. S. Cable, who has been made gen-eral superintendent, with headquarters at Topeka. William M. Hobbs, who formerly held the title of general superintendent of the entire system, will hereafter be general superintendent of the lines east of the Missouri River, with headquarters in Chicago.

New Map of the Northwest.

The traffic department of the O. R. & N. Co. has just published a revised edition of its well-known map of the Pacific Northwest, covering the southern half of the Province of British Columbia, reaching eastward to Livingston, Mont. many miles follow the Sushitna. These are the chief agricultural sections of Alaska, and they are said to be capable of large production of vegetables and certain. The Yukon Valley does not get the sun lone arouse to meeting the sun lone are the chief agricultural sections of Alaska. The sun lone are the chief agricultural sections of Alaska and Eureka, Cal., and including, of course, all of Oregon, Washington and Idaho. All the important natural features of contour and relief are clearly shown, railroad lines. are accurately located, and Government forest reserves. National parks and Indian reservations are indicated. Wagon roads are shown in regions not served by railroads. All county lines are traced. The map is in five colors, and its size is 42x52 inches, a scale large enough to show all features clearly. As is quite exceptional with railroad maps, this one gives the accurate location of the O. R. & N. lines territory. General Passenger Agent Craig gave personal attention to the revision of this map, and it is a trustworthy and convenient work. Reference is not forgotten to the virtues of the O. R. & N. rail and water lines as traffic-carriers.

> Complaint in Merger Case Filed. WASHINGTON, April 29 .- The Clerk of the United States Supreme Court has filed the bill of complaint of the State of Washington in the merger case, as authorized the decision of the court delivered the it inst. He also has issued subpenas for the defendants in the case, which are made returnable on or before October 13 pare designs in detail, to be submitted to the

Northern Railway Company, and the

Northern Pacific Railway Company, and will be served on J. J. Hill, as president

of the two first mentioned companies, and on Charles S. Mellen, as president of the Northern Pacific.

Harriman in the Mexican National.

NEW YORK, April 29.—The composition of the board of directors of the new Na-

tional Railway Company of Mexico, which recently took over the Mexican National Railway, made public today, seems to

indicate that the Harriman interests have secured confrol, or at least a dominating

interest in the property. Among the new American directors are E. H. Harriman, president of the Southern Pacific Rail-

way; George J. Gould, president of the Missouri Pacific and W. B. Leeds, presi-dent of the Chicago, Rock Island & Pa-

Sugar Trust in Colorado,

Havemeyers, has bought 120 acres for a factory at Greeley, and is negotiating for another site at Eaton. At Greeley

GREELEY, Colo., April 28.—The Weld County Sugar Company controlled by the

REPUBLICAN NOMINEE FOR REPRESENTATIVE

next, the first day of the next term of the subcommittee on design, and adopted by the court. The subpenas are directed to the general committee before final action is taken. Northern Securities Company, the Great It is, therefore, requested that the subcomiti-

here published while it has but the force of a suggestion, in order that the general committee may have the advantage of any further or modifying suggestions that any citizen may care to make before final ac-

ON SIXTH STREET BETWEEN THE POSTOFFICE AND PORTLAND HOTEL.

tion shall be taken.
In the first place it was intended that the two sub-committees—on site and on design—should pursue their work at the same time. But the sub-committee on design soon found that it would be necessary to determine the site for the monu-ment before the design for it could be intelligently chosen. Thereupon the sub-committee on site was set at work, as appears in the correspondence following: Chairman Scott's letter to the sub

nmittee on site was as follows: Portland, Or., April 22, 1802.—Hen. H. S. Rowe.—My Dear Str: You were appointed chairman of a subcommittee to make examination and report on site for monument to the dead of the Second Oregon. Other members of the subcommittee are General O. Summers, Captain C. E. McDonell, H. C. Campbell and Hen Selling. Ben Selling.

From Colonel Jackson, of the subcommitte

n design. I have received a statement, which May I ask you to take up with your submmittee as soon as possible the selection of

site, and report to me, as chairman of the general committee, so that we may get the work forward as soon and fast as practicable? Yours very truly, H. W. SCOTT. Colonel Jackson's letter referred to in the foregoing letter of Mr. Scott is as fol-

Portland, April 21, 1902.—Mr. Harvey Scott, Chairman Monument Committee—Dear Sir: The subcommittee on design for monument to Second Oregon Volunteers met at my office and considered the designs brought from artists in San Francisco, by myself, and also letters from prominent sculptors and designers in other parts of the United States procured by other mem-bers of the subcommittee. The sentiment of most of the designers seemed to be that ther could not properly design a memorial monument without knowing the location and surroundings, as it would necessarily have to fit in its en-vironment. The subcommittee, therefore, decided to report to you as chairman of the general committee that they considered it essential to obtaining a proper design that the location be determined by the subcommittee having that subject in charge before further steps are taken to procure designs. The subcommittee are also of opinion that to save expense it will be advisable to select some good artist and confide the matter to his good judgment to pre-

Monday evening to succeed A. A. Courteney on the Multnomah County Republican Legislative ticket, is a man of collectate education and of wide business experience. He was

born in Pennsylvania, and came to

Portland in 1891, where he has since resided. His early life was spent on a farm. After completing his edu-cation he engaged for several years

in railroad engineering. By industry and good business judgment he has accumulated considerable property, located in nearly every county in the state. He has a handsome residence in Holladay's Addition.

and is preparing to build a larger one. He was married in 1802 to Miss Jessie A. Looney, a daughter of ex-State Senator J. B. Looney, of

Mr. Jones has always been a Re-

publican, but has never been agreessive in politics. He has a very pleasing personality, is an entertaining conversationalist, and has made a wide circle of friends in Portland History

Portland. His own interests as a taxpayer are calculated to make him a conservative legislator, as well as one devoted to the development of Oregon's industrial re-

sources. His nomination adds no small strength to the Republican

tee on location be requested to report final ac-

tion, and that photograph and blue print of lo

cation and surroundings be procured to for-ward to such artist as may be selected by the

Chairman Subcommittee on Design.

The announcement of the selection of

the site was made in the following report from Mayor H. S. Rowe, chairman of the

Portland, April 25, 1902.—Mr. H. W. Scott, Chairman of General Committee for the Erec-tion of a Monument to the Memory of the Dead of the Second Oregon—Dear Sir: Refer-ring to your favor of the 22d inst., the sub-

committee on selection of a site for the mont ment, beg leave to submit the following re

port:
We have selected the center of Sixth street, between Morrison and Yamhill streets, between the Portland Hotel and the Postoffice. We be-

the Portland Hotel and the Postoffloe. We be-lieve that a space 25 feet in diameter will be sufficient, and as this is a wide street, it will leave a driveway on each side of 12% feet. If this is not enough, the sidewalks on this street are 15 feet wide, and five feet or more could be taken off each side opposite the monument and still leave sufficient sidewalk. This would leave a driveway on each side of the monument of 17% feet or more. I suclose herewith two blue prints, one showing the monument round and the other oblong. We trust that this selection will be satisfac-

sub-committee on site:

subcommittee on design. Very respectfully, JAMES JACKSON, U. S. A.,

Marion County.

now looking out particularly for some of the Legislative candidates in several countles where the fight has been cen

INMAN DOES NOT RESIGN. His Delay Places Democrats in an

Awkward Dilemma. From the fact that R. D. Inman has neither resigned his office as State Sen-ator nor accepted the fusion nomination for Mayor, Republican leaders conclude that the Democrats are in a serious di-lemma. It is to be presumed that In-man indicated his willingness to take the man indicated his willingness to take the nomination for the Mayoralty before it was formally given to him. It is also plain that Inman could not make the race on the head of the city ticket without resigning the Senatorship. It is also quite evident that he won't resign unless he thinks he stands some show of winhe thinks he stands some show of win-ning at the election in June. This delay leads the Republicans to believe that Inman is afraid of the Mayoralty fight. Perhaps it is a case of a burnt child fears the fire. In any event, the delay is doing the fusion cause no good, for it is an indication of weakness and creates a feeling of great uncertainty all along the line. There is one thing about the situation that gives the Democrats trouble-the following Judge Williams has will stay with him, whatever happens, but there is no telling what effect the campaign may have on some of the forces Inman must count upon for support. Some of those who claim to know say that Inman will eventually decline to run against Judge Williams for the chief magistracy of the city. As a matter of fact, the Inman talk has died out at an alarming rate, as the heat of the convention excitement has subsided. There are a considerable number of men who hope secure appointments or other favors under a Democratic administration who are still talking vigorously for Inman, but the rank and file, upon whom an election depends, have lost about all their interest in the matter.

#### TO FILL TICKET VACANCIES. Citizens' Managing Committee Meets

to Discuss Candidates. An informal meeting of members citizens' managing committee was held at headquarters in the Worcester block last evening. It was stated that the meeting had not been regularly called, and that no business had been transacted. no business had been transacted. The purpose of the meeting was to discuss available candidates for the vacancies caused by the resignations of J. A. Bush-man and Robert Krohn from the Legislative ticket. Krohn's resignation has been accepted, and it is now probable that Bushman's will be also. Bushman resigned because he is head of a labor union interested in the sawmill strike, and did not wish to be on the ticket while occurring that position. It was while occupying that position. It was thought that since the strike has been settled Mr. Bushman would consent to remain on the ticket. In view of the fact that there are rumors of another strike, the resignation will probably be left in the hands of the committee and will be

OUT FOR MUNICIPAL JUDGE. George R. Cameron Desires to Cling

to His Present Job. A petition has been filed for the pur-pose of nominating George Cameron for Municipal Judge. Cameron is the present incumbent of the office. There is some question as to the sufficiency of the petition. The law requires that such a peti-tion shall be signed by "not less than 3 per cent of the electors of such electoral district or county." Mr. Cameron's peti-tion does not bear the names of 3 per cent of the electors of the municipal district, but it is claimed by his friends that the law does not apply to cities.

Cheap Democratic Trick. The desperate straits to which the Democrats have been pushed for campaign material is shown by a trick discovered by Republican leaders yesterday. About half a dozen Democrats are parading as Republicans who are supporting Cham-berlain. They wear Chamberlain buttons in conspicuous places, and after discussing the cituation with Republican friends on the curbstone, they remark with a tone of independence: "Well, I've been a Republican all my life, but I'm going to vote for Chamberlain," and then they point significantly to the button. Speaking of such an incident yesterday, an old-time Republican said: "That's their usual style of politics. It's a trick that has been tried so many times that it

doesn't catch any more votes than the Republican Club Smoker. The Young Men's Republican Club, of South Partland will meet Friday night in Terwilliger's Hail for a rally and smoker.
Several prominent Republicans will give
addresses, among them Judge Henry E.
McGinn, J. C. Jameson, Den J. Maiarkey,
J. P. Finley and others. The club has
renounced its previous strong Simon allegiance, the members refusing to counte-nance the fusion movement. The officers are: President, W. P. Lillia; vice-presi-dent, Henry Weber; secretary, G. J. Mur-phy; treasurer, F. C. Hoecker; executive committee, Thomas El Hulms, John Maloney, Michael Brennan, C. J. Jennings,

Ed Werlein. The club is one of the strongest in the city, numbering 300 mem. WOODMEN HALL OPENED strongest in the city, numbering 300 mem-bers. There has been some talk among fusionists of breaking up the meeting, but

Republicans Are Aroused. cording to Republicans who were a Baker City when the Democrate opened their political fight, the effect of the early commencement of hostilities will be help ful to the Republican cause. It is said that the Democratic demonstration has served to unify the Republicans and remove whatever discord there may have been. The effect is, in other words, much the same as an outside interference in a family row. While a man and wife will sometimes have their little differences, as both of them, they stand together against the common enemy. By the time the Democrate have swung aroundthe circle, they will have eliminated nearly all factional lines in the Republican party.

Benton County for Furnish.

W. E. Yates, a prominent attorney at Corvallia, was in Portland yesterday. He says that enthusiasm for the candidacy of Mr. Furnish is found among all the Republicans in Benton County. Furthermore, there are a number of men in Benton County who were personally acquainted with Mr. Furnish for years, and who had many business dealings with him. His high integrity and his accommodating and courted to the second of the seco modating and courteous manner have won him the confidence and respect of the people by whom he is best known. In view of these facts, Chamberlain will get but few Republican votes in Benton

Many Furnish Buttons.

Herbert C. Smith, secretary of the Republican state central committee, has filled orders for 25,000 Furnish buttons, and still the demand continues. A Portland man who visited Amity, in Yamhill County, yesterday, says that there were 19 men at the passenger depot, and 16 of these wore Furnish buttons. The other three men wore no campaign emblems At other towns along the railroad, Fur-nish buttons were so much more numerous than Chamberlain emblems as to cause comment on the matter,

Republican Meeting Postponed. The public meeting announced to take blace this evening in the pavillon tent on East Market street and Grand avenue has been postponed on account of the in-clement weather. This tent was put up by the Roosevelt Republican Club. A regular meeting will be held in the club's quarters at 688 Milwaukie street, this evening, for business purposes, and it is expected that a big meeting will be held in the tent one week from this evening.

Webster Holmes, an active young Dem-ocratic lawyer of Salem, was in Portland yesterday, and paid the state headquar-ters a brief visit. Governor T. T. Geer came down from Salem yesterday morning and called on a number of his friends. He did not visit

Republican headquarters. Ex-State Senator J. H. Smith, of Clatsop County, was one of the prominent Demo-crats who called at Democratic headquarters yesterday. He was in conference with

the party leaders.

W. F. Butcher, Democratic nominee for Congress, in the Second District, came lown from Baker City yesterday evening, and was in consultation with State Chairman Sam White. He says he does not know at this time what part he will take in the campaign during the next few days.

### DOG SHOW PLEASES.

Good Performances Delight More Big Crowds.

The Norris & Rowe's big trained animal shows had two large and well pleased audiences yesterday. Since their last ap-pearance here, the show has grown in proportion, their being many new animals and more clever tricks performed than ever before. Mr. Norris is continually training new animals, and his master hand is very noticeable. Probably the striking fact of his ability as an animal trainer is in the perform-ance of the four seals. They crawl from a cage, perch themselves on pedestals, shake hands with their trainer, catch rings, beat drums and perform feats that are astonishing.

There is a clown pony, several real

clowns, a Zaza band, and other comical features, which mingle in with the rest of the show, in all, making the best exhibition ever given here by the Norris & Rowe people. The final performance will be given this evening at 8 o'clock.

Socialists to Canvass County.

SALEM, Or., April 29.—At a meeting held tonight, Marion County Socialists decided unanimously to conduct an independent canvass of the county in the inter-est of their ticket. The campaign will open about May i5. The Socialists desire. to participate with the Republicans and Democrats in a join canvass but those parties voted down a three-cornered campaign.

Rev. J. Stit Wilson of Chicago former ly a Methodist Minister, but now a Socialist lecturer, will make a canvass of the state in the interest of the Socialist state

St. Louis & Gulf Is Expanding. JEFFERSON CITY, Mo., April 29.-The St. Louis & Gulf Railway Company, which was chartered by the Secretary of State the 18th of this month, with a capi tal stock of \$5,000,000, has absorbed eight small ratiroads in Southeast Missouri, thereby securing a line from St. Louis into

the members are forearmed against any LODGE MEMBERS MEET IN THEIR FINE, NEW BUILDING.

> Structure Forms a Model Home for the Order-Many Visitors Entertained at House-Warming.

The fine hall of the Woodmen of the World, built by the Multnomah Hall Association, composed mainly of members of Multnomah Camp, No. 77, on East Sixth, near East Washington street, was opened to the public last night. This camp has a membership of nearly 1000, and out of these the hall association was and out of these the hall association was organized. The trustees and officers are as follows: J. C. Jones, president: J. M. Woodworth, secretary: H. H. Newhall, treasurer: James Rudiman, J. L. Wells, J. E. Hunt, J. M. McBride.

For the building ground, 60x290 was secured for \$1500. Plans for a fraternal building were then prepared. It was to be built primarily for lodges. For this purpose a building 190 feet long and 55 purpose a building 190 feet long and 55

purpose a building 120 feet long and 55 feet wide was put up. The first 30 feet fronting on East Sixth street is two stories and the building sits back from the street about 20 feet. Extending across the front is a wide porch. Entrance is through a vestibule from which there through a vestibule, from which there are doors leading to the reception "green-room," the office of the secretary and the main hall; there is also a stairway ex-tending to the banquer hall on the sec-ond floor. This room is 54x30 and pro-vided with lockers.

The "green" or reception-room is a very beautiful apartment. It is 20x16. The carpet and walls are of green. On the walls are the charters of the Mulinomah Camp, No. 7, and the Women of Woodcraft, together with engravings of prom-lnent members of the orders. Leading from the reception-room is the lavatory. For the main lodge and assembly hall a space 54x80 feet was set apart. This part is a single story, but the ceiling is 21 feet in the clear. The hall has been elegantly furnished. A platform extends around the sides and ends. Canoples have been placed above the pedestals of the officers. Handsome hardwood chairs have been provided for the hall, and the desks of the clerks are of the same material and style. Electric lights and gas jets have been provided.

For the opening last night the hall and reception-rooms had been attractively decorated. There were many potted plants and ferns placed alongside the ped-estals, and flowers of many colors decorated the "green" room. With all the lights turned on, the effect was striking and brought out the interior beauties of the building to good effect. The banquet hall on the second floor had been hand-somely decorated. Long tables for the banquet had been prepared, and these were attractively adorned with flowers. At the opening last evening the rooms were thronged with people, and many ex-pressions of admiration were heard for the fine fraternal home the Woodmen had built on the East Side. A concert was given in the early part of the evening, and the banquet was served at about 10 o'clock. Dancing followed afterwards. There was a large force of the members of the camps of Woodmen of the World and Women of Woodcraft present to aid in the entertainment, and altogether it was one of the most successful events that has ever been given on the East Side. The property is valued at about \$10,000. It is a very creditable improvement for the East Side.

FOR INDUSTRIAL CELEBRATION. Sellwood Board of Trade Preparing for Big Time Next Friday.

Preparations for celebration of the open ing of the Portland Woolen Mill at Sell-wood next Friday evening are being made by the Sellwood Board of Trade. All day Friday the various departments of the plant will be open to the inspection of the public. It will be in full operation. Those who desire to inspect the plant should take the Sellwood or Oregon City cars, which make trips every 20 minutes, and get off at Sellwood on Umatilia avenue.

In the evening a programme of short addresses and music will be rendered, closing with a banquet in Firemen's Hall. Most of the speakers invited have signified their intention of being present. Among them is W. P. Olds, president of the company, who will speak of the fu-ture of the plant and what it is expected to do for Portland. Plans are being made for expansion in the course of time. The Auxiliary, of Sellwood, will aid in the preparation and serving of the

East Side Notes.

The members of the First Cumberland Presbyterian Church, East Twelfth and East Taylor streets, rejoice in the pos-session of a fine new pipe organ, which cost, placed in the church, \$1200. It is a fine-toned instrument, and the members of the church are justly proud of it. It will be used in the concert to be given in the church tomorrow evening for the first

At the entertainment given in Trout-dale for the benefit of the Troutdale Library Association, Saturday night, the sum of \$19 was realized with which to purchase books. J. P. Wager, of Portland, delivered a lecture. Next Saturday night Rev. W. G. Eliot will lecture in Fox's Hall for the same object. There will be a musical programme.

The funeral of Joshua R. Butler, who died at Latourelle, Sunday, was held yes-terday. Mountain View Cemetery was the place of interment. Rev. W. T. Scott. of Fairview, conducted the services. Mr. Butler was 25 years and 7 months old. The cause of his death was pneumonia, and his illness was of short duration.



No cures to report, no long record of testing, nothing to give you confidence—but talk, all talk. That's the truth about nearly all cough medicines.

But there's a record of 60 years of cures back of Ayer's Cherry Pectoral. And physicians endorse it, prescribe it for colds, bronchitis, and coughs of all kinds. Probably your own doctor does. Ask him. He knows all about it - has the formula.

"I know from personal experience that Ayer's Cherry Pectoral is the best medicine in the world for quickly breaking up a heavy cold that has settled on the lungs."—D. C. SNEDEKER, Pine Hill, N. Y. J. C. AYER CO., Lowell, Mass.

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