ORDERS TO BUILD

Work on Riparia-Lewiston Line to Be Pushed.

BIDS ASKED BY JUNE 15

Separate Company to Be Organized for That Railroad—Grade Imperceptible and Curves Slight—Boats Will Still Run.

President Mohler, of the O. R. & N. Co., yesterday received word from New York to proceed with the construction of the Riparia-Lewiston Railroad as fast as men and materials can be assembled for the work. In anticipation of this order he has had surveyors on the line several days retracing it and getting everything in readiness for resuming construction work. The bridge location across the Clearwater River at Lewiston, has been surveyed. It is roughly estimated that the cost of the structure will be about $250,000. Of course, the cost of the 78 miles of railroad will greatly exceed this figure.

This road, proceeding from harmonization of the differences between the O. R. & N. and the Northern Pacific as to the Clearwater country, it would be expected that the best line would be adopted for it, regardless of the company that first projected it. And this is said actually to be the case. The Northern Pacific surveyed a line up the south side of the Snake, when it was racing with the O. R. & N. for possession of the Clearwater Valley, and the claim was then made that the south bank of the stream offered the better location for the railroad. But that claim has been abandoned, and it is now said that the only practicable route lies on the north bank of the Snake. That is the line now to be utilized. The grade is only about 17 feet to the mile, and the few curves do not in any place exceed 4 per cent.

Bids for the construction of the road have been called for to be presented at the office of Chief Engineer Kennedy by June 15, after which time there will be no delay about letting the contract and getting the work under way. All these preliminary operations are being conducted by the O. R. & N. Co., but there will be a separate incorporation for the Riparia-Lewiston line, as there is for the road between Wallula and Grange City, on the Lower Snake. That road was built and is owned by the Snake River Valley Railroad Company, of which W. W. Cotton, secretary and general attorney of the O. R. & N. Co., is president. Construction of the Riparia-Lewiston line will not wait for the organization of the new corporation, however. It is expected that dirt will be turned on the new work before the end of this month.

Construction of this road will not do away with steamboating on the Snake River. No matter which bank the railroad should be built on, there would still be the products of the opposite bank to get out to market, and the steamers must be used for the purpose. About half the local traffic of the Snake River line above Riparia will need to be freighted across the river in boats, and there will be plenty of business for the steamers after the trains shall be running.

DETAILS OF TRAIN RUN.

Something About the Power Demanded by a Burlington Flyer.

A railroad man with a penchant for figures has just produced some statistics on the Burlington's Chicago Special which are not at all dull. He finds that on the daily 1046-mile journey of this train from Denver to Chicago via Omaha, the six engines which pull it consume 81,567 pounds of coal, more than 40 tons, and 57,250 gallons of water—quite enough to supply the wants of a good-sized community.

To prevent hot boxes on the cars as a result of the fast running, 176 pounds of cotton waste and 704 pints of lubricating oil are necessary every day in the year. This means that in the 12 months more than 32 tons of waste and over 25,600 gallons of oil are used. The figures given are taken from careful observations on the run of the special from Denver to Chicago, and are approximately correct for that run.

The engines make an ordinary speed of 50 to 60 miles an hour, while bursts of 65 to 70 miles an hour are every day occurrences. The railroader with the pencil figures that this train expends an energy while running at its usual speed equal to 500 horsepower, and at its highest bursts of speed as much as 1000 horsepower. If this enormous energy in the flight of the train across the country could be harnessed it would furnish more than enough power to run all the trolley cars in Portland.

Bohemia Railroad Buys a Locomotive

About six miles of grade are completed on the Bohemia Railroad and rails are being laid to permit the passage of construction trains. The only rolling stock now owned by the company, the Oregon & Southeastern, is a locomotive purchased from the Corvallis & Eastern a few days ago and delivered at Cottage Grove yesterday. Other rolling stock needed in construction work will be hired from the Southern Pacific. A switch has been put in at Cottage Grove, giving connection between the Oregon & Southeastern and the Southern Pacific main line. About 300 tons of 56-pound rails are on the ground ready for laying. These are second-hand rails and are said to have been obtained from the Union Pacific.

New Officers of Central Pacific.

SALT LAKE, June 11.—The new directors of the Central Pacific Railroad Company organized today by electing E. H. Harriman, of New York, president; Charles H. Tweed, of New York, vice-president; N. T. Smith, of San Francisco, treasurer; J. L. Willcutt, of San Francisco, secretary, and David R. Gray, of Salt Lake, assistant secretary. The directors present at the meeting were J. C. Royle, D. B. Hempstead, D. R. Gray, W. H. Chevers and J. S. Noble, the latter two of Ogden.

Hill's Outing in the North.

NEW YORK, June 11.—J. J. Hill, president of the Great Northern road, sailed for Labrador and Greenland on the yacht Wacotah today. He said he would be gone six months, and that the trip was partly for pleasure and partly for scientific investigation.

France and St. Louis Fair.

ST. LOUIS, June 11.—The following telegram from New York has been received from M. Michael Lograve, Commissioner-General of France, for the Louisiana Purchase Exposition:

"Am about leaving the United States. I beg to address you on behalf of my government, and express my sincere thanks for the most cordial welcome you have extended to the Commissioner-General for France, Count and Countess de Rochambeau and all other members of the delegation have asked me to express their gratitude for all attentions shown them during the whole trip and their stay in St. Louis. We have all been happy to see what the future exhibition promises to be, and we are already certain that under your high direction it is assured of a great success."

President Francis responded as follows:

"Message received. Wish you pleasant and safe journey home. Enjoyed your visit and hope result will bring more closely together the people who formerly owned this fair country and those who now inhabit it, the leading republics of the Old World and the New. We appreciate your kind expressions concerning our exposition, and feel greatly encouraged thereby, and shall endeavor to make it worthy of the participation of the great nations whose co-operation we have invited.

REBEL FLAGS IN LEYTE.

Ports Closed and Preparations Made for Aggressive Campaign.

MANILA, June 11.—The ports of the Island of Leyte have been closed since June 1. The native constabulary of the island will conduct an aggressive campaign against the bandits there, but have refused the assistance of the United States troops in this work. Major Henry T. Allen, chief of the native constabulary, will probably personally take command of his forces in Leyte. Insurgent flags are now defiantly flying in many places on the island.

The repairs to the United States Army transport Sumner and the former hospital ship Relief, the latter having been used by General Chaffee for the transportation of troops throughout the archipelago, have been completed at Shanghai, where these vessels have been for the past three months. They will now be sent home to be sold, and it is believed that one of them will go to New York.

NO POLICY OF COERCION.

President Roosevelt's Letter on the Philippines.

BOSTON, June 11.—President Roosevelt has written a letter to Rev. Charles E. St. John, secretary of the American Unitarian Association, in answer to the secretary's letter transmitting to the President the resolutions adopted at the annual meeting of the American Unitarian Association concerning the situation in the Philippines. The President's letter follows:

"My Dear Sir—I beg to thank you for your very kind letter of the 21st ultimo, inclosing the memorial of the American Unitarian Association passed at their annual meeting, May 22, 1902. I am happy to be able to say that the bill which has just passed the Senate will, if enacted into law, enable us to proceed even more rapidly and efficiently than heretofore along the lines of securing peace, prosperity and personal liberty to the inhabitants of the Philippine Islands. There is now almost no 'policy of coercion' in the Islands, because the insurrection has been so entirely overcome that, save in a few places, peace, and with peace the policy of conciliation and good-will, obtain throughout the Philippines. There has never been any coercion, save as was absolutely inevitable in putting a stop to an armed attack upon the sovereignty of the United States, which in its last phases became mere brigandage.

"With great regard, and assuring you of my hearty sympathy with the purpose set forth in your letter and actuating the members of the American Unitarian Association, as regards peace and justice in the Philippines, I am, very truly yours,

"THEODORE ROOSEVELT."

American Cholera Victim.

WASHINGTON, June 11.—The Navy Department is informed by cable of the death of John L. Lynch, a private in the Marine Corps, at Cavite, P. I., of cholera.

Poor Students and Matrimony.

ASBURY PARK, N. J., June 11.—The general synod of the Reformed Church in America at last night's session discussed the question, "May students in the seminary, being educated for the ministry, marry while pursuing their studies?" Some members of the synod contended that the call to the ministry sometimes comes to the rich young man, who is able to support a wife, and those argued that prohibition of this kind would serve as a hardship on such students.

It was concluded that the poor student, who was being educated at the expense of the board, was handicapped in the way of matrimony, and that he must perforce keep his connubial inclinations under curb until prosperous days. The report of the committee on education showed a large decrease in the number of candidates for the ministry.

Defense of the Coast Line.

WASHINGTON, June 11.—After several years of almost entirely theoretical work, the General Board of the Navy is now prepared to demonstrate by practical test the soundness of its theories. Rear-Admiral Philip H. Cooper has been placed "in charge of the preparation of war of the district extending from Chatham light, Cape Cod, to Barnegat light, New Jersey." Rear-Admiral Louis Kempff has been given duty of a similar character on the Pacific Coast. These two officers will follow out the plans of the board by placing the defenses of the Coast, which come under the control of the Navy, in condition best to withstand a mimic attack of a foreign fleet, simulated by the North Atlantic fleet on the one side and the North Pacific Squadron on the other.

Indian Territory Oil Strike.

OKLAHOMA CITY, O. T., June 11.—An oil gusher has been struck at Red Fork, I. T., which is pronounced by experts as being one of the most promising discoveries in the Indian Territory oil field. Oil was struck at a depth of 1500 feet. Experts say the quality is first-class, and the supply practically inexhaustible. The Red Fork field has been under development for about a year, and this well is by far the best strike of oil yet made. The people of Red Fork are greatly excited, and believe their field will eventually rival Beaumont. Many prospectors are arriving to look at the field.

Town Built to Order.

PUEBLO, Colo., June 11.—A full-grown town, with all the trimmings, has been formally opened near the Bassick and Hector mines, eight miles east of Silver Cliff, and near the Bassick mine. Its name is Custer City. The houses were built here in sections and shipped by rail to West Cliff and then by teams up the hill. Speeches, music and feasting were the principal features of the opening celebration, the principal speaker being ex-Governor Alva Adams. Colonel A. A. Pope, of Boston, is a prominent backer of the new town.

Exorbitant Printing Charges.

DENVER, June 11.—A committee appointed by Judge Lindsey to examine the county printing contracts, has reported that exorbitant prices have been charged and that no pretense had been made to limit the charge to even contract prices. The report says that steps should be taken to recover at least one-half of the sum of $78,000 paid from January 7, 1901, to April, 1902, inclusive.

Move to Commute Sentence.

VANCOUVER, B. C., June 11.—An attempt is being made to secure a commutation of the death sentence passed on Walter Gordon, recently at Brandon, for the murder of two farmers in that district about a year ago. Insanity is the plea, and it is reported that the Minister of Justice has the matter under consideration.

Violent Attack of Diarrhoea Cured and Perhaps a Life Saved.

"A short time ago I was taken with a violent attack of diarrhoea and believe I would have died if I had not gotten relief," says John J. Patton, a leading citizen of Patton, Ala. "A friend recommended Chamberlain's Colic, Cholera and Diarrhoea Remedy. I bought a 25-cent bottle and after taking three doses of it was entirely cured. I consider it the best remedy in the world for bowel complaints." This remedy is certain to be needed in almost every home before the Summer is over. It can always be depended upon, even in the most severe and dangerous cases. It is especially valuable for Summer diarrhoea in children. It is pleasant to take, never fails to give prompt relief. Why not buy it now and be prepared for such an emergency? For sale by all druggists.

WEAKNESS IN FREIGHTS

NITRATE SHIPS TAKEN FOR DECEMBER LOADING AT 22s 6d.

Will Have Sympathetic Effect on Grain Freights—Oceano Reaches Port—Baroda in Good Shape.

The German ship Herzogin Sophie Charlotte, official schoolship of the North German Lloyd Steamship Company, has been chartered to load nitrate on the west coast of South America for the United Kingdom or the Continent at 22s 6d, for December. As previously reported, the new schoolship of the firm, the Herzogin Cecilia, has been chartered to load wheat in December at Portland at 27s 6d. With two ships of the same line loading at the same time with different cargoes, the owners will have an opportunity to discover just what the proper differential should be between a North Pacific wheat port and a West Coast nitrate port. Formerly 10 shillings was the usual difference in favor of the nitrate ports, cheap port charges and a shorter voyage being in favor of the latter. At times, however, this differential has been totally eliminated, but only when freight was very scarce out of Portland, and nitrate offerings were heavy. For June loading a few ships have been taken at very low rates from the nitrate ports. The Meridian and Melete load this month at 18s 6d less 1s 3d for a direct port, and the Firth of Stronsa at 18s 9d, less 1s 3d.

The willingness of owners to fix ships as far ahead as December at 22s 6d for nitrate does not indicate any great faith for better rates for wheat, for if there was much of an opportunity for improvement in rates, the vessels would be sent in this direction. At present, the outlook does not favor much improvement in grain freights, and unless there is an improvement, the wheat-grower will get about all that he is entitled to, as there is not a large margin of profit in carrying wheat to Europe at 27s 6d and less.

BARODA IN GOOD CONDITION.

Bark Is None the Worse for Her Long Exposure to the Elements.

The stranded bark Baroda, which was pulled off the Oregon beach last week, is apparently in pretty good condition after her long exposure to the elements. The Marshfield Mail of last Saturday has the following regarding the floating of the vessel and her present condition:

"The tugs Columbia and Astoria were on hand Thursday night, and about 10 P. M. the vessel was finally taken off from the beach, where she had lain so long. It was a beautiful night, the sea was smooth and all conditions favorable, and no trouble or mishap occurred. The vessel was taken to sea and towed up to the bay, coming in about 10 o'clock Friday forenoon and anchoring at Empire.

"Captain Burns and a crew of about 10 men are aboard the vessel. The Coquille lifesaving crew, who were on hand to assist in getting the vessel off the beach, came to the bay on her, and were taken back to the mouth of the river later by the tug.

"The Baroda is in excellent condition, and the damage from her experience is very light. She is leaking but very little, only two short shifts having been taken at the pumps in 18 hours. Captain Burns has her painted up and everything in shipshape, and but for the fact that her yards and topmasts are on deck there is little to indicate the desperate straits through which she has passed.

"Her sails, etc., are all on board, and she will be rigged up in the bay, requiring three or four days, after which she will take about 200 tons of rock ballast, in addition to the sand ballast she has on board, and will be sailed to San Francisco, where she will go on the dry dock for the examination and repair of her bottom plates."

THE SHIPYARD TRUST.

Articles of Incorporation With Capital of $20,000,000 to Be Filed.

NEW YORK, June 11.—Articles of incorporation of the United States Shipbuilding Company, just formed, with a capital of $30,000,000, not including $16,000,000 in bonds, probably will be filed in Trenton, N. J., tomorrow. The president of the corporation probably will be H. T. Scott, of San Francisco, with Lewis Nixon as vice-president. These two officers possibly may be interchanged, Mr. Nixon being made president. The directors will include Charles J. Canda, Lewis Nixon, E. W. Hyde, Henry T. Scott, John S. Hyde, C. R. Hanscomb, Irving M. Scott and H. W. Gause.

OCEANO IN THE RIVER.

Big Freighter Comes to Load a Record-Breaking Cargo of Oats.

The big freighter Oceano arrived in at Astoria yesterday afternoon and will reach Portland this morning. This is the third trip of the Oceano to this port, and she holds the record for big lumber cargoes from the Pacific Coast. About 10 months ago she sailed from Portland for the Orient with 4,000,000 feet of lumber, an amount greater than has ever been loaded on any other craft at a Pacific Coast port. The Oceano is in command of Captain McIntyre, well known in this port for many years as master of the British ship Perseverance, and afterwards of the steamship Adato, both of which were owned by Andrew Weir & Co., who also own the Oceano and the Quito, now in port. The Oceano will probably reach Portland early enough in the morning to give Portland four big Oriental liners in port at the same time, but the number will be reduced very early, as the Cymbeline will start seaward this morning. She finished discharging late last evening and will reach Astoria early enough to cross out tomorrow afternoon.

The Oceano comes under charter to Kerr, Gifford & Co., and will load a record-breaking cargo of oats for South Africa.

FOR MARINE JURISDICTION.

Bill to Amend Revised Statutes Reported Adversely by Congress.

The House committee on merchant marine recently listened to arguments for the passage of a bill designed to provide for the investigation of conduct of steam vessels, and which amends section 4450 of the Revised Statutes of the United States. In its revised form the section authorizes local boards of inspectors to investigate all acts of incompetency or misconduct committed by licensed officers and to summon witnesses before them by a process similar to that of the United States Circuit or District Courts. It further provides that in trials of engineers, masters, pilots or mates, the jury trying the case shall consist of engineers or of masters, pilots and mates, as the case may be.

The committee listened to arguments by Captain Luther B. Dow, of Camden, N. J., and Captain Perkins, but decided to report the bill adversely. In the course of the discussion the question of the competency of inspectors was raised and the fact was developed that in cases for the revocation of licenses in question there is no appeal beyond the inspector. The committee also adversely reported a bill giving to sailors on vessels the same lien now enjoined by masters.

Notice to Mariners.

Notice is hereby given of the following changes in the aids to navigation in this district, which affect the List of Beacons and Buoys, Pacific Coast, 1902:

Yaquina Bay, page 48. Channel Rock buoy No. 6, a red, second-class nun was replaced on its station June 6. (L. H. B. Bulletin No. 131, par. 138).

East Side of Channel Buoy No. 2, a red, first-class nun was changed June 7 to a second-class nun, without change of position.

Nestucca Bay, page 41 (after Siletz River Buoy). Nestucca Bay Buoy, a black and white perpendicularly striped second-class can, was established June 6, in 56 feet of water, to mark the entrance to the bay, on the following bearings: Southern end North Spit N. E. by E. ¾ E., north tangent small rock south of entrance E. S. E. ⅝ E., west tangent Haystack Rock N. by W. ¼ W. Only persons with local knowledge should attempt to enter the bay.

By order of the Lighthouse Board.

W. P. DAY,
Com. U. S. N., Lighthouse Inspector.

Captains Not to Blame.

NEW YORK, June 11.—Captain Henry Catermole, of the Staten Island ferryboat Middletown, and Captain Henry S. Wicks, of Edwin Gould's steam yacht Alleen, have been exonerated by a Coroner's jury from complicity in the death of John Colt Atterbury, a broker, who was killed in a collision of the two vessels on May 19 last, off Governor's Island, in a dense fog.

Signal Observatory Turned Over.

ASTORIA, Or., June 11.—The new buildings erected at North Head for a Government signal observatory were turned over today, but will not be in active operation before July 1, by which time all the instruments will have been installed. Then daily reports of shipping at the mouth of the river will be forwarded from there instead of from Fort Canby, as at present.

Domestic and Foreign Ports.

ASTORIA, June 10.—Arrived at 9 P. M.—Schooner Eldorado, from Callao. June 11—Arrived at 7 A. M.—Barkentine Quickstep, from San Francisco. Sailed at 9 A. M.—Steamer Alliance, for San Francisco. Sailed—Steamer Vosburg, for Tillamook; steamer Elmore, for Tillamook. Arrived at 2:40 P. M.—British steamer Oceano, from Vladivostok. Condition of the bar at 4 P. M., moderate; wind northwest; weather clear.

Falmouth, June 11.—Arrived—British ship Wendur, from Portland.

Hamburg, June 7.—Sailed—British bark Matterhorn, for Portland.

Nagasaki, June 7.—Sailed—German bark Niobe, for Portland.

Hoquiam, Wash., June 8.—Arrived—Steamer Newburg, from San Francisco for Aberdeen; steamer Chehalis, from San Francisco for Aberdeen. Arrived June 9—Schooner J. M. Weatherwax, from San Francisco for Aberdeen. Sailed June 9—Barkentine Benicia, from Aberdeen for San Francisco.

Seattle, June 11.—Sailed—Steamer Charles Nelson, for San Francisco. Sailed June 11—Steamer Despatch, for San Pedro; steamer Washtenaw, for Tacoma; steamer Santa Barbara, for San Francisco.

San Francisco, June 11.—Arrived—Steamer Queen, from Victoria; schooner Lily, from Umpqua; steamer Titania, from Nanaimo.

Queenstown, June 11.—Sailed—Steamer Ivernia, from Liverpool for Boston.

New York, June 11.—Sailed—Manitou, for London; St. Louis, for Southampton; Laurentian, for Glasgow; Germanic, for Liverpool; Friesland, for Antwerp.

TRAP FOR THE POSSE

(Continued from First Page.)

emerged from the wood and entered the field, and prepared the ambuscade heretofore mentioned. Then they shot at the posse, and later one of the pursuers at them, which caused the fugitives to scurry back to the woods. Night found their hiding place guarded on all sides.

Merrill a Hard Case as a Boy.

VANCOUVER, Wash., June 11.—David Merrill, or Robinson, as he was known when a boy, one of the escaped convicts from the Oregon Penitentiary, is a stepson of an old resident of Vancouver. The desperado grew to manhood in this city, and from early boyhood he was regarded as a hard case, being frequently arrested for petty thieving and similar offenses. He had a reputation as a crack shot with a rifle or pistol. Mollie Robinson, now the wife of Tracy, the other escaped convict, was also raised in this city.

Militia Ordered Out at Noon.

SALEM, Or., June 11.—Governor Geer at noon today ordered Companies F of this city and D of Woodburn, of the Oregon National Guard, to proceed to Gervais and aid in acomplishing the capture of the convict murderers, Tracy and Merrill. Captain Kurtz and 40 men responded promptly, and within an hour were en route for Gervais in a carry-all and express wagons.

Ingram Is Improving.

SALEM, June 11.—Frank Ingram, the wounded convict, whose leg was amputated as the result of being shot by Merrill, is improving nicely, and his recovery is expected.

GUARDS LAID TO REST.

Evidences of Sorrow on Every Hand Many Floral Offerings.

SALEM, Or., June 11.—Today was a day of mourning in Salem. Funeral services were conducted over the remains of the three guards who were murdered Monday morning while in the performance of their duty at the state prison. Fitting honor was paid to the memory of the men. Evidences of the profound sorrow that prevails in the community for the bereaved relatives of the dead men were seen everywhere. Hundreds attended the funerals of B. F. Tiffany and Frank B. Ferrell in this city. The body of S. R. T. Jones, the third guard, was taken to Hubbard this morning, where burial services were conducted at 10 o'clock. Rev. P. S. Knight conducted the services over Ferrell's remains. He deplored the cowardly murder of the three men, who bravely died at their post of duty as soldiers in battle. While death was always sad, it produced even increased gloom when the result of such a murderous assault as that which attended the death of these men. The Rev. Mr. Knight said the men died fearlessly and bravely, and were entitled to all the honor due a soldier. The caskets were all covered with beautiful floral offerings. Ferrell and Tiffany were buried in the I. O. O. F. and City View cemeteries, respectively.

DAILY CITY STATISTICS.

Marriage Licenses.

Albrick J. Allard, 30, Clark County, Washington; Florence Rosenbrock, 31.

Charles E. Campbell, 46; Jennie A. Turner.

Tony A. Ladone, 29; Elsie H. Liman.

Francis J. Haner, 36; Frances Leef, 32.

Claude Brown, 25; Anna Brager, 22.

W. F. Fliedner, 25; Daisy C. Shogren, 25.

Frank Eberle, 47; Elizabeth Wenger, 53.

Harry M. Vail, 25; Hattie M. Reed, 22.

Albert Farley, 27; Carrie A. Burdick, 23.

Crooks Charlesworth, King County, Washington; Mary J. Reed.

Contagious Diseases.

June 10, Gertrude Holmes; smallpox; arrived from Seattle.

June 10, Edgar Werthelmer, 89 Seventeenth street North; scarlet fever.

June 9, G. W. Wright, 544 Fourth street; measles.

June 8, Mrs. J. Hicks, 55 Fremont street; mumps.

June 8, Helen White, 810 Borthwick; chicken-pox.

Birth.

June 3, boy to the wife of R. B. McClung, East Ninth and Oak streets.

June 3, girl to the wife of G. E. Cole, 537 Albina avenue.

June 2, girl to the wife of Gotlieb Haehlen, 702 First street.

June 8, girl to the wife of Frank Robertson, 645 Hancock street.

June 3, boy to the wife of T. H. McAllis, 648 Lovejoy street.

Deaths.

June 9, George Wold, 52 years, County Hospital; tuberculosis.

June 9, David Hunter, 70 years, County Hospital; valvular disease of heart.

June 10, Laurey Carey, 8 months 11 days, 179 Caruthers; cerebral congestion.

June 7, Anna Schoppe, 64 years 6 months, 366 First; chronic albuminuria.

Building Permits.

A. Strong, 1½-story cottage, East Ash, between East Seventeenth and East Eighteenth; $1500.

Thomas Darling, two-story dwelling, Belmont, between East Thirty-fourth and East Thirty-fifth; $1200.

School District, No. 1, addition, East Thirty-fifth, between Yamhill and Taylor; $20,000.

Oregon Telephone Company, one-story building, East Ankeny and East Sixth; $12,000.

Sanford Smith, two-story dwelling, East Twelfth, between East Washington and East Stark; $2850.

I. Roberts, two-story dwelling, Park, between Mill and Montgomery; $3500.

O. H. Rieger, two-story dwelling, East Seventh, between Tillamook and Thompson; $1900.

Real Estate Transfers.

M. Billings and wife to J. T. Burtch, lots 1, 2, 3, 4, block 4, Woodlawn Heights	$ 1
J. A. Fish to W. R. Rearick, 5 acres, sections 20 and 29, T. 1 S., R. 2 E.	400
E. Ryan to N. Evans, lot 4, block 105, West Irvington	250
Security Savings & Trust Company to Meier & Frank Co., lot 7, block 133, city	3000
T. Shannon and husband to J. F. Burns, lot 5, block 7, Logan's Addition to East Portland	300
J. M. Moore to Victor Land Company, lot 8, block C, Cherrydale	1
Herbert Adams to James Shepherd, E. ½ of lot 5, block 52, Tibbetts' Addition	1200
G. F. Bell to Joseph Slossen, lot 11, block 1, White Tract	175
J. C. Ainsworth to Joseph Slossen, lot 12, block 1, White Tract	100
Emma Goldsmith and husband to E. and J. Goldsmith, lots 1, 2, 6, block 11, Goldsmith's Addition	3500
Elizabeth R. Boughter to Mary F. Cotton, lots 21, 23, 25, 27, block 29, Irvington Park	1
William H. Heald to F. P. Mays, river lot 17 and all lots 18, 19, 20, Watson's Addition, and all land lying between lots 26, 27, 28, of Terminal block, Watson's Addition, and the Willamette River	1
W. M. Hart to Ada M. Hart, 11.92 acres, Samuel M. Kyle claim	1
C. A. Francis and wife to H. E. Stipe, lot 31, Belmont Place	300
The Northern Counties Investment Trust, Ltd., to William Sheehy, W. ½ of lots 7, 8, block 4, E. Irving's Addition	625
Portland Trust Company of Oregon to J. B. Horton, lots 15, 16, block 265, Couch's Addition	3500
I. B. Burden and husband to Horace Bigelow, W. ½ of lot 8, block 33, Sullivan's Addition	800

Abstracts and title insurance, by the Pacific Coast Abstract Guaranty & Trust Co., 504-5-6-7 Failing building.

Mother Gray's Sweet Powders

For Children. Mother Gray, a nurse in the Children's Home in New York, treated children successfully with a remedy called Mother Gray's Sweet Powders for Children. They are harmless as milk, pleasant and never fail. A certain cure for feverishness, constipation, headache, teething and stomach disorders and remove worms. At all druggists, 25c. Sample FREE. Address, Allen S. Olmsted, Le Roy, N. Y.

E. W. Grove.

This name must appear on every box of the genuine Laxative Bromo-Quinine Tablets, the remedy that cures a cold in one day. 25 cents.

SPECIAL SESSION DISCUSSION.

Eugene Register.

There is a wholesome political lesson for Simon and Geer in the remarkably big vote by which Tongue was returned to Congress again this year. Two years ago Tongue's majority in this district was slightly over 3000. This year it is over 7000. During all the time the political contests in this state were fomenting and while the various candidates were in the field, Mr. Tongue remained in Washington attending strictly to his duties, and, above all, kept his skirts clear of factional fights. Tongue is representative of all the people in his district and not of any political faction, just as Geer should have been Governor of all the people and not tied up to Simon by stringe that crippled him politically in this state and that cost him the Governorship. If there is an office within the gift of the people of the state that should be held clear of factionalism it is that of Governor.

Geer's alliance with Simon in the last campaign will not help him any in his desire to be the next United States Senator, although his name appeared on the ticket and he received more votes than did C. E. S. Wood, the Democratic aspirant.

Geer is now showing his hand in an effort to call a special session of the Legislature that would cost the taxpayers at least $25,000. He claims the principal object sought is to enact a flat salary law, but those who read between the lines see plainly that the primary object with the Governor is to put in force the initiative and referendum before the regular Legislature meets, believing this would force the Legislature to recognize his claims to the Senatorship. His chief claim for the special session is to enact the flat salary system, but this proposition is the veriest farce.

Do the taxpayers of Oregon want to plank down $25,000 just to satisfy a whim of our disgruntled retiring Governor? Because Geer's name went on the ticket for Senator by petitions from three or four counties, it does not follow that he is really the choice of the people for that office. The petition was signed no doubt by Democrats as well as by Republicans. If the petitions had come up from every county in the state, it would have been a fair test of the initiative.

Suppose in another part of the state petitions had been circulated asking that Fulton's name be also put on as candidate for Senator. They would have been as freely signed, and, in our opinion, when the votes had been counted Senator Fulton would have led Geer. Consequently we say the vote for Geer is not a fair test of public sentiment on the Senatorship.

We understand petitions are being sent out over the state asking that Geer will call a special session. Democrats may sign it to force a special session upon the people, thereby incurring unnecessary expense, but Republicans should let these petitions severely alone.

The new Legislature is pledged to adjust state salaries and they will do it. More than that, the new state officers-elect will accept these adjustments and they will apply during their term of office.

Astoria News.

Geer's offer to call a special session is a roaring farce. He pretends to want a flat salary law enacted in accordance with the platforms of both parties in order to save a few thousand dollars to the state out of the reduction in the salaries of state officials. Yet, right under his nose, for four years, ten times the amount of that possible saving has been looted from the public school fund. It was in Geer's power to break up that school land ring by hiring a clerk for $100 to dig up all the lieu lands and make them public. At the same time his board should have advanced the prices of school lands to $3 50 an acre, at which the ring sold them, instead of the minimum price of $1 25, at which the school board sold them. He would in this manner have put $100,000 into the state school fund.

If Geer shall call that special session, the cost of which will equal the saving on salaries, it would be a good idea to have an investigation of the school land ring. It would be well to find out if there was any truth in the charge which was made against our honest Governor, who is so anxious to save at the spigot while he ignores the waste at the bung.

So far as the initiative and referendum amendment is concerned, it needs no legislation to make it operative. The people can begin to legislate now, at once. The amendment is self-operative for direct legislation, and as a veto both on the Legislature and the Governor.

A special session would be a folly. It would not be a crime, however, if it unearthed those school land peculations and traced the loot to the grafters.

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