NEW ROUTE TO CITY

Reasons for Southern Pacific Bridge Project.

RELIEVE FOURTH-STREET LINE

Heavy Increase of West Side Traffic, Particularly Lumber, in View, Which Should Not Pass Through the Business Center of Town.

It is stated on good authority that the purpose of the Southern Pacific in preparing for crossing the Willamette at Oswego is to get into the Terminal yards with the business of the Yamhill division, and also to relieve Fourth street of the rapidly growing traffic of the West Side division. There is no intention of abandoning the Fourth-street route, which might fairly be inferred from the fact that several thousand dollars are now being spent in rebuilding the track in permanent form between Burnside and Jefferson streets. The examination now in progress for a new line has in view a cut-off down the Tualatin River from some point near Hillsboro, on the West Side division, to the Yamhill division, at a point a few miles above Oswego; thence crossing the Willamette to connection with the main line on the East Side. But this examination is merely preliminary, a study of the situation, and carries no assurance that the track will ever be built. But it may lead to building the line soon. The engineers now in the field are working under the direction of the San Francisco headquarters.

The policy of the Harriman lines is to handle Western Oregon traffic through Portland. Instead of pulling over the Siskiyou Mountains everything from Western Oregon that is destined for the Eastern market, practically all that stuff now passes down grade to Portland and through the Columbia Gorge on the O. R. & N. This saves climbing two difficult mountain ranges—the Siskiyous and the Sierra Nevadas. Of course, if it should be desired to ship apples from Medford to Texas, it is not likely they would move by way of Portland. In such cases the advantages of the other course would be apparent. With a few exceptions of this kind, all traffic of the Southern Pacific originating in Oregon and destined for Eastern points passes through Portland.

In view of the new routing of this business, the development of traffic on the west side of the Willamette Valley makes it advisable that some other line than that on Fourth street should be used for it. There are two good reasons for this. In the first place, Fourth street is becoming a street of large trade, and the running of frequent freight trains is a considerable annoyance to the people who do business there, and the care necessary to avoid accidents in a crowded thoroughfare is a material inconvenience to the railroad. In the second place, the grade on Fourth street is too steep for economical railroading. It is nearly 4 per cent—the steepest in Oregon, with the exception of a short bit of track in the Siskiyou Mountains.

These facts would not be sufficient to drive the Southern Pacific to so expensive an improvement as that contemplated by bridging the Willamette River if it were not for the impending increase of traffic. The lumber industry on the west side of the Valley is on the eve of great activity. Mr. Garlinger has under construction a railroad between Dallas and Falls City that promises to deliver a heavy traffic to the Southern Pacific. That line will penetrate a very heavily-timbered region, and there is assurance that some large lumbering enterprises will go in beyond Falls City. At other points there are signs of vigorous operations, the timber resources of the country drawing capital and energy that will count in the volume of traffic to be handled by the railroads. In addition to the lumber industry, the general development of the country will draw heavily on transportation facilities. It is not deemed wise to take all this freight through the business center of town when another route is possible. It would be expensive for the company and annoying to the public. Hence the preparations for a line that shall avoid the business center of the city, as well as secure other advantages.

There is no idea of abandoning the Fourth-street line, however. The proposed new route would be roundabout, and for passenger trains and local freights it would be too slow. Those trains will continue to use Fourth street. But the lumber trains destined for the East, and other similar traffic, would go around to the East Side, without in any manner discommoding business in the center of the city.

Of course, nothing has yet been settled as to the location for the proposed bridge across the Willamette. Engineers are now gathering data from which some plan may be formulated. While there is general belief that the new line will be built, there is absolutely no official information on the subject available here. And probably the San Francisco officials of the company have little idea what will be done, in advance of the reports now being made up by the engineers.

NORTHWESTERN COMING WEST.

Surveyors in Idaho on Way From Casper, Wyo., to Portland.

BUTTE, Mont., Oct. 31.—Advices from St. Anthony, Idaho, say that a surveying corps of the Chicago & Northwestern road has completed preliminary surveys for the extension of the lines of the Fremont, Elkhorn & Missouri Valley from Casper, Wyo., to St. Anthony, Idaho. It is understood that the construction of the proposed extension will be begun in the early Spring.

From what is known here it is believed that it is the intention of the Northwestern to push on from St. Anthony to the Northwest Coast, touching at Portland and other cities of that section. A line to Salt Lake City is also mentioned as among the probabilities.

(It may be that the Union Pacific has not bettered its position by giving to the Chicago, Milwaukee & St. Paul such facilities for reaching the Pacific Coast that the St. Paul could afford to abandon its purpose to build an independent road. The Chicago & Northwestern previously had an advantage over the St. Paul in its Union Pacific connection. That advantage is destroyed by the St. Paul getting the same favor. The report that the Northwestern was much put out by that arrangement is given color by the news that the Fremont, Elkhorn & Missouri Valley, one of the properties of the Northwestern, is preparing to build toward the Coast. That road is already much farther West than the St. Paul. The St. Paul does not cross the Missouri River at any point, except at Kansas City, where it barely gets across. Its most western point is Evart, S. D. The Northwestern has been in Casper, Wyo., several years, a point as far west as the Burlington reaches to this day. From that place the distance to St. Anthony, Idaho, is something like 400 miles. From St. Anthony to tidewater a railroad could be built within 700 miles. Thus the Northwestern is within 1100 miles of the Coast, while the St. Paul is at least 400 miles farther away, and could not get within reaching distance, except by arrangement with the Missouri Pacific. The Northwestern appears to be so confident of getting its own line to the Coast in season for effective competition with the Union Pacific that it is already talking of invading the heart of the Oregon Short Line at Salt Lake City. That would truly open a gateway that would stagger the Harriman combination, depriving it of any means of controlling competitive transcontinental traffic.)

TICKET BROKER IN TROUBLE.

Charged With Fraud in Sale of Three Cut-Rate Tickets.

BOISE, Idaho, Oct. 31.—(Special.)—F. B. Cole, the Main-street cut-rate ticket broker, was arrested today on complaint of Sam Wiley, charging him with receiving $78 from Wiley and two companions, for which sum he was to furnish them two tickets to Forth Worth and one to Kansas City. Cole sold them the tickets, giving his receipt for the $78, and gave them local tickets from Boise to Ogden and a letter to R. G. Cool, who, he said, was a ticket broker at Ogden. Arriving at Ogden, Wiley and his two companions could find no one by the name of Cool, and reported the matter to the Short Line passenger department. Special Agent Joseph Jones was sent to investigate.

Mr. Jones' investigation disclosed the fact that with each ticket Cole gave a letter written on Oregon Short Line telegraph blanks giving the number of each ticket and the words "limit extended until November 15," which were signed "D. Stephens, G. P. A., by D. Spencer." On the blanks was a facsimile of a stamp which is used only in the passenger agent's department. Mr. Stephens no one knowns, but Mr. Spencer is the assistant passenger agent of the Short Line.

CHANGE IN TIMECARD.

New Schedule on Northern Pacific in Effect Tomorrow.

Beginning tomorrow a new train schedule will go into effect on the Northern Pacific Railroad, making the following changes in leaving time at Portland:

	Old.	New.
No. 8	7:25 A. M.	7:25 A. M.
No. 6	11:10 A. M.	.....
No. 2	3:30 P. M.	2:00 P. M.
No. 4	.....	11:45 P. M.
No. 10	11:45 P. M.	.....

Changes in arriving time at Portland will be as follows:

	Old.	New.
No. 1	7:00 A. M.	7:00 A. M.
No. 9	2:05 P. M.	.....
No. 7	6:55 P. M.	4:15 P. M.
No. 3	.....	7:15 P. M.
No. 5	11:10 P. M.	.....

For the first time the North Coast Limited, with observation car, will be kept in service all Winter. Though connection will be made at Tacoma with the Burlington Special, through passengers will gain nothing by rushing from Portland at 7:25 A. M. to catch that train at the Sound, because the North Coast Limited, leaving Portland six hours and 25 minutes later, will overtake the Burlington train at Billings.

WORKING TOWARD FALLS CITY.

Most of the Grade Completed—Roundhouse Contract Let.

DALLAS, Or., Oct. 31.—(Special.)—The contract for building the roundhouse of the Dallas-Falls City Railroad has been awarded to A. E. Campbell, of Dallas, who is now purchasing the material for its construction. Work will commence as soon as possible.

The company's grading crews are rapidly completing their part of the work on the line. The crew in charge of Mr. McPherson is now one mile east of Falls City, and the other crew, under the supervision of J. E. Talbot, is now almost within the corporate limits of Dallas. Five of the seven miles of line are now completed. Ties for the road are being hauled from the sawmills, and the piling and timbers for trestles and small bridges are already on the ground.

WESTWARD MOVEMENT HEAVY.

Pullman Company Could Not Supply Sleeping Cars Enough.

CHICAGO, Oct. 31.—The travel to the Pacific Coast, principally California, this Fall has been exceptionally heavy, owing in part at least to the cheap rates which have been in effect during the past two months—rates which expired tonight. Yesterday and today 54 tourist sleeping cars, with every berth taken, left Chicago via the connections of the Southern Pacific. This morning no berths were available. There were at least 250 applicants for space in the tourist cars, and many of the passengers had to go in the ordinary coaches or reclining-chair cars, as the Pullman Company was unable to furnish tourist sleepers. Railroad men anticipate this Winter the heaviest passenger traffic to the Coast ever known.

Santa Fe Aiming for San Pedro.

LOS ANGELES, Oct. 31.—The Times this morning says:

A well-defined report was current yesterday to the effect that negotiations are under way for the purchase of the Los Angeles Traction Company by the Santa Fe road, thus giving the Santa Fe entrance to San Pedro and making it an active competitor in this city of the Huntington line. The advisability of this course was recommended by President E. P. Ripley, of the Santa Fe, and railroad men supposedly in a position to know are firm in the statement that Mr. Ripley now has the question of price under consideration, preparatory to submitting it to his board of directors.

Confirmation of the story could not be had either at the Santa Fe headquarters or at the Traction Company's offices.

One taken every night stimulates the liver, carries off the bile and improves the digestion and appetite. Carter's Little Liver Pills. Don't forget this.

ELLERY'S GREAT BAND

ROMANCE OF ITS LEADER'S DEPARTURE FROM ITALY.

Whole Population of His Native Town Arose Against It, and He Came to America by Stealth.

The Royal Italian Band is a most notable organization. Its formation and its career make an interesting and profitable story, for present success is the result of hard work and high ideals.

It was organized in Philadelphia in January, 1901, and it is today practically the same as then. It has been playing steadily ever since, except for a lay off of three weeks last April. It has traveled in this time over 20,000 miles and has received the most enthusiastic welcome ever accorded such an organization. Of the 55 members, about one-half were brought specially from Italy; the others have played in this country for varying periods, usually previously in bands under the charge of Mr. Ellery.

CHANNING ELLERY, MANAGER ROYAL ITALIAN BAND

Drawn from life by Lute Pease.

The present leader, Cavaliere Rivela, is the hero of a most romantic experience. Two years ago he was leader of a band in the small town of Aqua Viva delle Fonti, in Italy. With musicians largely country boys and some of them barely able to read music, he entered into a contest with 160 of the most noted bands of Europe at Turin, and won. He was adjudged to have vanquished all competitors for precision and brilliancy of execution, and was given the title of cavalier by Victor Emmanuel. Mr. Ellery, being about to organize a new band in Philadelphia, sent over to Italy Signor Palma, the present trumpet soloist, to engage Rivela as leader.

The cavalier was delighted, and consented to come immediately. Unfortunately, he was unwise enough to speak frankly and publicly of his departure for America. This created nothing less than a revolution in the town. His friends and admirers surreptitiously removed his invaluable library from his house, and the wives and mothers and sisters of his musicians implored him not to go. Things even went so far that his life was threatened, and, being a man of extremely nervous temperament, he was taken down with nervous prostration. A week before it was time for him to sail, Mr. Ellery received a cablegram from Palma saying that the arrangement was off. So Palma had to pick up any leader he could get hold of.

"This time," said Mr. Ellery, "we went about it more cautiously. Letters were sent him through third hands, telling him to prepare for a cable message to leave. That message was sent last May. He slipped away in the night, crossed France and took one of the fastest steamers."

Cavaliere Rivela took charge of the band May 30 in Springfield, Ill. From that day to this the band has been making steady progress in precision and brilliancy of execution.

The repertoire is very large, and consists mostly of arrangements by Rivela himself, made in the last 12 years. Mr. Ellery himself has a very extensive Italian library, but Rivela's is priceless.

"Our object," said Mr. Ellery yesterday, "is to found and keep going what we intend to be the greatest band in the world, not only in America, but in Europe as well. We have a remarkably high class of men. They are noticeable for their general conduct and appearance, as well as for their artistic ability. I have heard soloists all over the country, but none approaches the men in this band.

"It is a very hard fight to get the American public to accept a new musical organization of high class. I find myself between two classes—the musically cultivated, who won't believe it possible that wind instruments can play high-grade music in a way to satisfy, and the great mass of people who are afraid of being bored. And we are not willing to lower the standard.

"We find even gallery audiences appreciate our music, and we begin to have the firm conviction that our music, high class and well interpreted, creates more genuine enthusiasm than rag-time."

CUBA A FOREIGN COUNTRY

Military Rule Did Not Divest Native Courts of Jurisdiction.

NEW YORK, Oct. 31.—A decision which was interpreted as signifying that the Island of Cuba was a "foreign country," as understood by the United States Constitution from the time of the evacuation of the island by the Spaniards up to the establishment of the new republic, has been handed down by United States Judge Edgar B. Thomas, of Brooklyn. The Judge holds therefore that all crimes committed in Cuba during the military rule of the United States on the island are subject to the jurisdiction of the courts of the republic of Cuba.

The Law Department in Washington will receive a copy of the decision which is the outcome of the case of Joseph Assia, a sailor on the ship Poloma, charged with killing John Orlin, while the vessel was cruising in the waters about Hayti last June. Owing to a rebellion in Hayti at the time there was no established form of law. The Poloma, however, was registered as a Cuban ship, under the military government of Governor-General Wood. In addition, the Poloma sailed under the American flag and her ownership was vested in Americans residing in New York City.

All these things brought up the question whether the Poloma was or ought to be considered an American or a Cuban ship and whether the prisoner was subject to the jurisdiction of courts of Cuba or of the United States.

KING UNDER THE X RAY.

Death of Physician Reveals Treatment Taken by Edward VII.

NEW YORK, Oct. 31.—According to a medical periodical which will be issued here tomorrow, a letter has been received from the London correspondent of the paper to the effect that the death of Dr. Arthur Barry Blacker on September 19, in London, disclosed for the first time the fact that King Edward was treated with X-rays 16 times last Spring for a rodent ulcer at the root of the nose. This was prior to his abdominal crisis which delayed the coronation. The letter says:

"Dr. Blacker, who was just 40 years old, was one of the pioneers of the light treatment in this country and had for the last year or two held the post of superintendent of the X-ray department in a London hospital. To his obscurity he owed the honor of being chosen. The King had a small rodent ulcer near the root of the nose, which was successfully dealt with after 16 applications.

"By a strange irony of fate, the physician himself fell a victim to cancer in the very moment of his success. He was attacked by epithelioma of the axilla. Amputation at the shoulder joint was thought of, but the disease spread so rapidly that the idea of surgical intervention had to be abandoned."

Dogs Give Alarm of Fire.

CHICAGO, Oct. 31.—Two Great Dane dogs saved the lives of four persons last night and then were rescued themselves from a burning building in Ashland avenue by their grateful masters. The dogs apparently became frightened at the smoke and the crackling of the flames under them and began to bark. The noise they made awakened Henry and Arthur Hirsch, members of the Calumet Metal Company, and J. C. Spokane and Benjamin Barrigan, who were asleep in the building.

As they were leaving the building, Arthur Hirsch suggested to his brother that they ought to save the dogs, so the two turned back, and groping their way through the smoke, found the two dogs huddled together almost overcome. Grasping the dogs by the collars the two men drew them to a rear door and escaped. The fire caused a loss of $35,000.

MR. CLARK'S INDORSEMENT

Will Doubtless Have Strong Influence in the Right Direction.

Of particular interest at this time is the publication of an interview with Mr. W. H. Clark, a brother of Secretary of State George A. Clark, of Topeka, Kan., in whose office he is employed. In the course of an interview Mr. Clark said:

"Along in 1890 I was living in Junction City, Kan., and working at my trade of printer on the Republican. I had a bad attack of rheumatism, and could not seem to get over it. All sorts of medicines failed to do me any good, and my trouble kept getting worse. My feet were so swollen that I could not wear shoes, and I had to go on crutches. The pain was terrible.

"One day I was setting the type of an article for the paper telling what Dr. Williams' Pink Pills for Pale People had done for a man afflicted as I was, and I was so impressed with it that I determined to give the medicine a trial. For a year my rheumatism had been growing worse, but after taking Dr. Williams' Pink Pills a short time I began to improve. I bought four boxes in all, but I did not need to finish the last one. Before the last box was half taken the pain and the swelling had all disappeared. That was 10 years ago, and rheumatism has never troubled me since. I am 46 years old now; I weigh 191 pounds, and can truthfully say that I haven't felt better in the past 20 years than I do right now."

Dr. Williams' Pink Pills for Pale People go directly to the seat of the disorder, purifying and enriching the blood by eliminating poisonous elements and renewing health-giving forces. They are a positive specific not only for rheumatism, but for such diseases as locomotor ataxia, partial paralysis, St. Vitus' dance, sciatica, neuralgia, nervous headache, the after-effects of the grip, of fevers and of other acute diseases, palpitation of the heart, pale and sallow complexions and all forms of weakness either in male or female. Dr. Williams' Pink Pills for Pale People are sold by all dealers, or will be sent post paid on receipt of price, 50 cents a box, six boxes $2.50, by addressing Dr. Williams Medicine Company, Schenectady, N. Y. Be sure to get the genuine; substitutes never cured anybody.

Girls Who Work

Girls who work are particularly susceptible to female ills, especially when obliged to stand on their feet from morning until night.

Day in and day out, month in and month out, the year through, the working girl toils; she is often the bread winner of the family, and must work that others may live; whether she is sick or well, whether it rains or shines, whether it is warm or cold she must get to her place of employment and perform the duties exacted from her.

Among this class the symptoms of female diseases are early manifest by weak and aching backs, pain in the lower limbs and lower part of the stomach; in consequence of frequent wetting of the feet monthly periods become painful and irregular, and frequently faint and dizzy spells, with loss of appetite, until life is a burden and it is hard work to drag about. All these symptoms point to a derangement of the female organism, and if taken in time can be easily and permanently cured.

A Cordial Invitation to Every Sick and Ailing Working Girl.

It is to these girls that Mrs. Pinkham holds out a helping hand, and extends a cordial invitation to correspond with her. Her unrivalled record of success in treating woman's ills makes her letters of advice of untold value to every ailing working girl, and from her wide experience and skill she quickly points the way to health. Her advice is free, and all letters are held by her in the strictest confidence. Address, Mrs. Pinkham, Lynn, Mass. Don't put off writing her until your health is wrecked.

Grateful Words from Working Girls Who Have Been Helped.

"DEAR MRS. PINKHAM:—I want to thank you for what you have done for me. I was dreadfully tired, I stand over my work all day, and no one who hasn't tried it knows how it makes your back and sides ache. I couldn't sleep, and had no appetite, but thanks to **Lydia E. Pinkham's Vegetable Compound,** I feel entirely different now; it is a wonderful medicine. I do not feel that my work is hard now, and I recommend your medicine to other girls who are always tired."—MISS ISABEL SURGIN, 293 Willis Ave., New York City.

"DEAR MRS. PINKHAM:—**Lydia E. Pinkham's Vegetable Compound** has done so much good for me that I wish to recommend it to all girls whose work keeps them standing on their feet all day in a hot store. The doctor said I could not live and I must give up work, and stay out of doors; he did not seem to realize that a girl cannot afford to stop working. My back ached, my appetite was poor and I could not sleep; menstruation was scanty and very painful. One day when suffering I commenced to take **Lydia E. Pinkham's Vegetable Compound** and it helped me, I soon found that my menstrual periods were free from pain and natural; now my health is fine, and every one is surprised at the change in me, and I cannot be too grateful for what you have done for me."—MISS JANET PAINE, 530 West 125th Street, New York City.—*$5000.00 forfeit if originals of above letters proving genuineness cannot be produced.*

WISE IS THE WOMAN WHO HAS FAITH IN

LYDIA E. PINKHAM'S VEGETABLE COMPOUND.