INTEREST NOT LOST

Lewiston Is Still Hot for the Open River.

CLEARWATER COUNTRY GROWS

Startling Figures of Increased Population and Wealth, of Agricultural and Mineral Industries —Need of Transportation.

"Lost interest in an open river? We lose interest in The Dalles-Celilo canal movement!" exclaimed E. H. Libby, of Lewiston, last night at the Portland Hotel. "As soon expect us to lose interest in our investments. Certain politicians would like to have us lose interest in it, and give them a rest. That Lewiston correspondent who wrote such rot I will wager a hat did not talk with a single man who has yet done anything for the open-river movement. Whoever he talked with never had any active, intelligent interest in the movement. The 'old guard' are all very much alive to the needs of the Inland Empire for an open river. Of late they have been waiting for the report of the Government Board of Engineers or Captain Harts' project, but the propaganda has been constantly doing its quiet work, as will appear in due course."

"What effect does the talked-of Riparia-Lewiston railroad project have upon agitation for an open river?"

"None whatever. We have had so many promises of railroads 'next Fall' and 'next year' that very few business men in our section will take stock in the result until actual construction has so far progressed that truces in the railroad camps cannot stop completion of the work.

"We hold that the most effective means of securing relief from the transportation deadlock in the Lewiston country is construction of The Dalles-Celilo canal. Some may think that promises of railroad construction are sufficient to stop agitation for water transportation. It may be for some people, but not for us. We propose to have both.

"This war for the rich territory of the Lewiston country would be stopped if the enormous wealth of the region were really appreciated. Just see what the opening of the Nez Perces Indian reservation, seven years ago this month, the building of irrigation and other works in 1896 and later, the opening of mines, and less than 100 miles of railroad built in 1898, 1899 and 1900, have done for us. Note that we had no railroad until September, 1898, and river transportation only to the western border of the territory in question.

"From 200,000 bushels of grain produced in 1895, the product has increased to over 7,000,000, the increase for the past two years having been about 30 per cent in each year over the preceding.

Clearwater Valley's Growth.

"The population of Lewiston and Clarkstown (practically one town) has grown from 900 in 1895 to fully 7500 now.

"From two banks, we now have four, with combined resources of $1,600,000, an increase of 33 per cent in one year, and a trust company has been organized to commence business in January.

"In one year the telephone service has increased from 195 phones to 325. The telegraph receipts have increased in about the same ratio. Railroad receipts at Lewiston now amount to nearly $500,000 per year. Retail trade in all lines has increased pro rata with all else, while the wholesale trade has had an amazing growth, showing in some lines 75 to 150 per cent increase in the twelve-month. Building operations, also, and all other phases of activity, aside from the wholesale trade and real estate, show gains of 15 to 40 per cent, the general range of averages being between 25 and 30 per cent during the year. Real estate values have nearly doubled. Yet we have no boom. These figures are all from official sources as of the date of October 31.

"What need of more railroads then, with such prosperity? Really! Why does any man want more business? Only the borders of our grain lands have been scratched; with ample transportation we can grow 25,000,000 to 30,000,000 bushels of grain. Our 4,000,000,000 of white pine, twice as much of yellow pine, cedar and fir in the Clearwater, as much of yellow pine, fir and tamarack on the Grand Ronde—this dozen billion feet or more of fine timber must have 180 miles of railroad from Lewiston to Huntington, as well as a line to Riparia, to enable its manufacture on a broad commercial basis. What many experts declare the richest and most extensive mineral deposits in America demand railroads and an open river. We have great coal beds, the finest grade of granite, vast veins of white and black marble, mountains of limestone—all still sleeping the sleep of a million years, awaiting the awakening scream of locomotive and steamboat to be added to the sum of American wealth and prosperity. How can we lose interest in the open-river movement? Can Portland, with such a world of wealth knocking at her doors?

Work in the Mines.

"What are the miners doing? That is too long a story; it fills columns of our local papers every week. I will tell you of one company which is developing the Imnaha copper field. It is composed of Iowa and Dakota iron, copper and gold mine operators. They are putting up their own cash, and have no stock for sale, therefore they have little to say. They own 2000 acres of claims. Ten experts agree that the gold runs $8 to $18 per ton, and that the great veins average near 40 per cent in copper. They have run many shafts and tunnels and are so well satisfied with the prospect that they have a smelter outfit en route, and plan to build four smelters. They are building a 135-foot steamboat to ply the 50 miles of Snake River between Imnaha and Lewiston-Clarkston. A contract has been let by them for a telephone line from Imnaha to Lewiston-Clarkston, to Baker City and towns between. Such operations as these mean also the development of mines at Pittsburg Landing and other points on the Snake; also the development of water-electric power on the Grand Ronde to run the mines and smelters, and for manufacturing and street-railways at Clarkston and Lewiston.

"The Palouse furnishes ample traffic for two railroads. The Lewiston country equals the Palouse in grain-producing capacity, and possesses also vast timber, mining, fruit and livestock sources for traffic in the 24,000 square miles of territory, such as the Palouse cannot do more than dream about. This Lewiston country demands, and can make to pay splendidly, 77 miles of rail lines to Riparia, 150 miles to Missoula, 160 miles or more upon the Nez Perces prairies, 180 miles to Huntington, 60 miles on the Grand Ronde, 150 miles on the Salmon and Little Salmon, and 100 miles or more of branches to the mines, a total of 817 miles or more. And none of these lines would infringe in the least on any other. Water transportation the world over has always helped the railroads, by cheap carriage of heavy, slow freights, thus developing country and providing paying traffic for the millions. Yes, we must have the open river.

Second Blue Mountain Reserve.

"By the way, you should know that the recently withdrawn lands for a second Blue Mountain forest reserve, this time in Southeastern Washington and Northeastern Oregon, is the result of petitions signed by hundreds of settlers among and near the mountains, as well as by people in the towns of the five or six counties whose fertile valleys and the towns themselves depend for life-giving waters upon the preservation of the forests at the heads of the Asotin, Touchet, Tukannon and Mill Creeks, and of Walla Walla River, etc. These forests, as I know from observation during several Summers, are being literally destroyed by hordes of sheep owned by only a few men, making their owners rich by living exclusively upon lands owned by the public, and on unfenced private lands. By destroying the forests they cause injury and destruction to property and comfort of many thousands of people. They drive away the cattle of the small rancher, which cattle do no harm to the forests. These same forests are also wasting by fires set by careless shepherds and hunters. A Government reserve, properly guarded, is as much needed there, I believe, as in any part of the Western country, and we want the support of Oregon, as well as of Washington, in securing, extending, protecting and preserving such a reserve."

SUFFRAGISTS IN COUNCIL

Adopt Resolutions to Support Their Friends.

The executive committee of the Oregon State Equal Suffrage Association held its 20th annual meeting yesterday at the residence of the president, 302 Market street. There was a full attendance and much quiet enthusiasm. Many letters were submitted by the president and secretary showing the vast amount of executive work accomplished by a few quiet women, in conjunction with prominent men who favor women's enfranchisement.

Significant resolutions were adopted unanimously, as follows:

"Resolved, That when leading men are aspirants for office who are in favor of our cause, we will do everything in our power, in an unobtrusive way, to enhance their success; but we will take the utmost care to avoid embarrassing their candidacy by parading this dominant virtue before our opponents whose votes they may need in securing positions of public trust, wherein they may aid us before the Legislature, or before the anti-voters at a general election.

"Resolved, That we thank former Legislative Assemblies and the voters at the last June election for securing the adoption of the first amendment to the State constitution, known as 'The Initiative and Referendum,' which removes from our further efforts much of the wearing suspense occasioned by the delays and uncertainties of the constitution as it existed before being thus amended."

The officers were re-elected as follows: Abigail Scott Duniway, president; Ada Cornish Hertsche, vice-president; Miss Frances E. Gotshall, corresponding secretary; Mrs. M. C. Athey, assistant secretary; Mrs. H. W. Coe, treasurer; Dr. Annice J. Jeffreys, vice-president-at-large and chairman of legislative committee.

SELLERS PREFER BONDS.

Morgan Explains Option Given by New Shipping Trust.

LONDON, Nov. 27.—J. Pierpont Morgan, Jr., said to a representative of the Associated Press today:

"The circular issued by the International Mercantile Marine Company offering 4½ per cent mortgage bonds in lieu of cash payments to the stockholders of the White Star Line was merely issued in response to the inquiries of shareholders who wish for the immediate investment of the proceeds of the sale of their shares. By arrangement with the syndicate managers in New York, the shareholders can be paid in bonds if they wish, but every one desiring gold payment of his holdings can get it on December 1 at this office."

Murderer Found Guilty.

JACKSONVILLE, Ill., Nov. 26.—Golmer Ham, aged 18, was today found guilty of the murder of William Lyons, or Nortonville, this county, a year ago. The verdict fixed the penalty at 25 years in the penitentiary.

WHAT THE PASSAGE OF THE BLANKET FRANCHISE MEANS TO PORTLAND.

City Auditor Thomas C. Devlin Tells of the Benefits That Will Accrue From the Trade.

City Auditor Thomas C. Devlin.

In estimating the value of the franchise granted to the Portland Railway Company, it is necessary to consider the conditions which have existed under the 31 ordinances repealed by the ordinance granting it. These several grants were made by Portland, the former City of East Portland, and the former City of Albina. They were granted under widely different conditions, and often when private interests were paramount to public policy. In many cases there were no restrictions upon the company or its predecessors which could be of advantage for the safety and convenience of the public. There was no attempt at uniform requirements in the way of street improvements, and, the several franchises having been frequently modified directly by amendments and indirectly by implication, it was almost impossible to tell what provision of the several ordinances would control in a given case. Even an important a feature as the date when many of the franchises expired was very much in doubt. It was contended at times that the company could not be made to make or pay for any portion of street improvement or repair after once improved, however imperfectly. Franchises were cheap when the old grants were given—subsidies to street-railway companies were common—and they were correspondingly imperfect. In exchange for them, the new grant provides a clean-cut agreement between the company and the city. There can be no misunderstanding as to the duty of either.

The company has been given franchises over about 10 miles of streets in addition to the grant of all former franchises for a period of 25 years. Briefly stated, this is what has been given by the city. To me this is a promising feature. Many of these new lines will penetrate sparsely settled suburbs where so large an investment does not seem to be justified. It promises a bigger city. It has a metropolitan style. It is hopeful that men of large means and the instinct for money-making are willing to take a chance on the future prosperity of Portland.

Much has been received for what has been given. A uniform method of street improvement and repair was considered of first importance. Over the entire system the company is to improve and keep in repair the space between the rails, between the tracks, and for one foot outside of the outermost rails. As an illustration of this advantage: The city is now improving Washington street from Sixteenth street to the City Park. Under this provision the company will pay not less than $5000 more toward this improvement than it would have paid under its old franchise. The company also pays for one-fourth of all bridge or elevated roadway construction and repair. It pays its proportion of all fills. Along one of its new grants it builds a bridge, the original cost of which is estimated at $30,000, and maintains it entirely at its own expense for the full term of the franchise.

The company is to equip all cars with an approved form of fenders for the protection of pedestrians. This item is important, and will be hailed with delight by many who have observed its necessity.

A provision requiring the company and its successors to file with the city a copy of every conveyance, lease and mortgage given will give the city an opportunity of knowing at all times the owners of the road, which will be a convenience.

The inspection of the company's books and accounts by the City Auditor during the last five years of the grant is a wholesome provision, and should be of material benefit to the city in determining the value of franchises thereafter.

The provision made for the city at its option to acquire the plant and property of the company when the franchise expires, is in accord with the judgment of men who have studied carefully the question of control, operation and ownership of public utilities.

I shall not attempt to estimate the advantage to the city of having so complete a system of street railways at its disposal as it will upon the expiration of the time for which this grant is given. I have asked many prominent citizens, and it is the consensus of opinion that it will be of very great value.

There are numerous other concessions made by the company which are of material benefit to the city, and which in the aggregate contribute in making this trade a very good one for the city. I do not want to be understood as saying the company has given up much for little. The advantages are mutual—that is, if Portland is to be a city, and if not, it is of little importance to either. I feel that the Mayor, Council and Board of Public Works have accomplished very much. It is one of the most important street railway measures I have ever known, and will be sufficient creditably to distinguish the present administration.

THOMAS C. DEVLIN.

BRIDGE BILL IS DRAWN UP

MOVEMENT ON FOOT TO GET NEW MORRISON STRUCTURE.

Effort Will Be Made to Get Legislature to Authorize the Issuance of $400,000 in Bonds.

A Legislative bill for reconstructing Morrison-street bridge has been drawn up and is ready for the Multnomah delegation of lawmakers. It was framed by W. D. Fenton, president of the East Side Improvement Association, who was assisted by S. B. Cobb and W. B. Chase. The bill was prepared at the instance of the association, which named the three men above named a special committee to draft the measure.

A bridge committee is provided for, the members of which are yet to be named. The intention is to have the Legislature appoint five members, three from the East Side and two from the West Side. This committee will be empowered to issue bonds on the credit of the city up to the amount of $400,000. It will be authorized to appropriate and condemn any property necessary to carry out its purpose and to compensate owners of such property for damages incurred thereby. This power is granted in order to terminate the lease which the City & Suburban Railway now holds on the bridge and to secure to the city title to the west approach, so as to close up the entrance leading to the lower deck at the west end. When the city bought the bridge in 1895 it gave an exclusive lease to the City & Suburban Railway for $150 a month. The new commission will have no power to lease the bridge. The desire is to have the bridge used in common by all street-railways. The County Court will become the successor of the commission when the bridge shall have been finished. The bridge shall be completed not later than January 1, 1905.

Section 1 of the bill states the purposes of the measure and when the blank spaces are filled out it will give the names of the commission. Section 2 is as follows:

The said bridge committee, for the purpose of carrying into effect this act, is hereby authorized and empowered, if by said bridge committee deemed necessary, to appropriate and condemn, in the name of the said City of Portland, to the use of the public, any private property abutting upon or in said streets, or either thereof, or claimed to exist thereunder, and any and all franchises, easements, liens, approaches, structures, superstructures, leases, railway tracks, railway wires and roadways, which said bridge committee may require for the purpose of carrying into effect the purposes of this act; provided, however, said bridge committee, if it shall be deemed advisable, acquire by purchase any of said property that may be deemed necessary to carry into effect the purposes of this act; and provided, further, that nothing herein shall be construed to authorize said bridge committee to make or execute any lease of the right to use said bridge by any street-car company for street-car or other purposes.

Section 3 provides for the organization of the committee. The body shall elect a chairman and a clerk.

Section 4 authorizes the committee to fill vacancies that may occur in its membership.

Sections 5 and 6 provide that the chairman shall preside at all meetings, and that three members shall constitute a quorum.

Section 7 is as follows:

For the purpose of carrying the provisions of this act into effect, the bridge committee is hereby authorized, in the name of the said city, to issue and dispose of bonds of the said City of Portland, to an amount not exceeding four hundred thousand dollars ($400,000), of the denomination of from $100 to $1000, as the purchaser may desire or said committee determine, and in such form as the committee shall select, with interest coupons attached thereto, signed by its chairman and countersigned by its clerk, whereby the City of Portland shall be held and considered in substance and effect to undertake and promise, in consideration of the premises, to pay the bearer of each of said bonds, at the expiration of 30 years from the date thereof, the sum named therein, in gold coin of the United States, together with interest thereon, in like gold coin, at the rate of 5 per cent per annum, payable half yearly, as provided in said coupons. The bonds issued under this act shall be known as the bridge bonds of the City of Portland, series of 1903.

Section 8 provides that bonds shall be advertised and sold to the highest bidder; section 9 that the chairman shall sign all orders and contracts; section 10 that the clerk shall countersign such orders and contracts, keep the accounts and record the minutes of the meetings; section 11, that the committee shall appoint a treasurer who shall give suitable bond; section 12, that the committee shall prescribe the duties of its chairman, clerk and treasurer, and that it shall meet once a month; section 13, that each member shall take an oath of office.

The following sections are:

Sec. 14. The committee may from time to time employ and discharge such agents, workmen, laborers and servants at such compensation or wages as it may deem necessary, for the accomplishment of the purposes of this act, and may also enter into any and all contracts for the construction of said bridge and the removal and disposition of Morrison-street bridge now there, or such portions thereof as in its judgment may be deemed necessary.

Sec. 15. The said bridge committee, so long as it shall continue to exist, shall have the right to appropriate and condemn to the use of the public any property necessary to carry out the purposes of this act, and the said property may be entered upon, examined, surveyed and selected in the mode prescribed by the statutes of this state for the appropriation of land for railway purposes, and thereafter the bridge committee seeking to make such appropriation may proceed in the manner prescribed by said statutes to have said property appropriated, and the compensation therefor determined and paid, except that the compensation may be tendered and paid by the deposit in court of an order duly drawn on the treasurer of said bridge committee for the amount of such compensation, and the power and authority is hereby granted to the said City of Portland, acting by and through its said bridge committee, to prosecute and maintain, in the name of said city, any proper action or actions for such condemnation of any property necessary for its use, to carry into effect the purposes of this act, and may in said action unite any and all persons claiming any interest in or right to said property, or any part thereof, so to be condemned and appropriated, or may elect to bring separate actions, and in any such actions separate verdicts may be returned, assessing any damage which any separate owner may be entitled to recover or have assessed.

Sec. 16. The bridge committee shall cease to exist when it shall have fully carried out the purposes of this act, and shall have rendered an account in writing of its proceedings under this act to the Mayor and Common Council of said City of Portland, and shall have filed a duplicate thereof with the County Court of Multnomah County, and shall have accounted for all property coming into its hands as such bridge committee, and shall have filed with the Auditor of said city all of its records, books, contracts and papers. The proceeds of any sales of the said Morrison-street bridge now there, or any part thereof, may be used by said bridge committee as a part of said bridge fund for the building of said Morrison-street bridge, or may use said Morrison-street bridge, or any part thereof, now there, in the reconstruction and building of the bridge authorized hereby, or in its judgment may cause the same to be removed for the use of said city.

Section 17 provides that unexpended money shall be turned over to the City Treasurer to be held by him as a bridge fund for redemption of bridge bonds; section 18, that the bridge shall be finished by January 1, 1905; section 19, that thereupon the committee deliver the bridge to the county authorities.

EZRA M. DURAND IS FREE

Aged Prisoner, Convicted of Forgery, Pardoned by Governor.

Ezra M. Durand, who has just been pardoned from the penitentiary by Governor Geer, was sentenced to a term of 12 years by Judge Stephens in April, 1897, for forgery. He was liberated because of his age, 62 years, and the fact that his friends and others presented a very strong petition in his favor.

Durand conducted a piano and organ business in Portland for a long time, but overdid himself and was forced to the wall. For a number of years his store was located on First street near Columbia. First street then being a leading business street. Subsequently he and others bought out Hoyt's music store and Durand opened a large establishment on Fifth street between Washington and Alder, in a new building erected by H. W. Corbett. Durand was unable to float the new venture successfully. From facts which afterwards came to light, he must have been heavily embarrassed when he launched the new enterprise, and things went from bad to worse with him. He finally got into the clutches of money brokers, some of whom are said to have fleeced him unmercifully. It is stated that he sometimes paid as high as 25 per cent for a loan for a few days. Durand was a devout church member and made religion pay. He traveled through the country more or less and was very successful in selling organs to Sunday schools, to be paid for by 10-cent weekly collections from the children. He also managed to gain the confidence of farmers and sold them stock in his piano company, taking their notes in payment. When he got in a tight fix, Durand duplicated many of these notes by clever forgeries and negotiated them. He kept out of trouble for a long time by taking up the forged notes at maturity, thus keeping them from being presented to the supposed signers. He, however, at last got into deep water, and in 1893 he fled to escape arrest and prosecution. At the time it was reported that he took a large sum of money with him, but when he was arrested years later in Tennessee, he denied that such was the case. He stated that he left Portland with a mere nothing, and earned a living traveling about the country tuning pianos. When he was returned to Portland for trial, he seemed broken in spirit. He read a Bible in his cell nearly all of the time, and said the Lord would take care of him. Durand's wife at that time was in San Jose, Cal., and he frequently wrote to her. After his conviction and sentence numerous notes turned up which he is said to have forged. Some of these were reported to be good notes, and it was stated that the makers asserted them to be forged so as to escape payment. Among those who signed the petition for a pardon were: W. A. Currier, prosecuting witness; Judge Alfred F. Sears, Judge M. C. George, Charles F. Lord, who was Prosecuting Attorney at the time of conviction; State Senator H. E. McGinn, E. R. Williams, and the following persons who were injured by the forgeries: J. C. McGrew, W. P. Lent, R. A. Frame, Roscoe R. Morrill, Dan M. Weinler, W. A. Hathaway, C. H. Thompson, A. N. Stowell, R. C. Woodward and B. A. Woodward. These names were supplemented by those of several other prominent citizens of Portland.

BRINGS CHICAGO NEARER.

Seventy Hours Is the Time East Via "Chicago-Portland Special."

The time between Portland and Chicago via the "Chicago-Portland Special" now is 70 hours, or two hours less than three days. Train leaves every morning at 8 o'clock. Inquire O. R. & N. ticket office, Third and Washington.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

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

Going to St. Louis?

If so, better learn about the new service inaugurated by the O. R. & N. via Denver and Kansas City. Inquire city ticket office, Third and Washington.

If you wake in the morning with a bitter taste in the mouth, coated tongue, perhaps headache, your liver is torpid. You need Carter's Little Liver Pills.

SUITABLE CHRISTMAS GIFTS

Woodard, Clarke & Co. Druggists

NAME STAMPED IN GOLD FREE on all Leather Goods

SPECIAL LEATHER GOODS SALE

Letter Books	IN ALL SHADES, LEATHERS, AND STYLES, Including Alligator, Seal, Morocco, Mexican Carved, Pigskin, Moose, Snake, Monkey, ranging from 50c to $6.00. USEFUL GIFT FOR GENTLEMAN.
Bill Books	BILL BOOKS AND WALLETS. New Sizes, New Style Pockets, New Leathers and Shades. For collectors for holding valuable papers. Ranging from $1.00 to $8.00.
Card Cases	COMBINATION CARD CASE AND MEMO. BOOK. Seven gross assorted new cases in 93 Designs. 50c, 75c, 85c, $1.00 to $6.00.
Cigar Cases	CIGAR AND CIGARETTE CASES. Plain and Silver Mounted, Silk Linings, European Finish and Styles. Novelties which have never been shown before. PRICES, 50c to $5.00.
Ladies' Purses	THIS SPECIAL VALUE INDICATES THE QUALITY and Style of our Leather Goods. Black, Real Seal, Calf Lined, Hand Sewed Combination Card Case and Purse. SALE PRICE, 99c.
GENTLEMEN'S COIN PURSES	THIS IS OUR LEADER. Rivet Frames, Hip Pocket Purses, all Leather, no frames to break, German, French, English and Domestic makes. PRICES 18c to 30c.
MUSIC ROLLS	LARGE AND SELECT ASSORTMENT. RANGING FROM $1.00 TO $5.00.
WRIST BAGS	WRIST BAGS, CHATELAINES AND CHAIN BAGS. Everything that's new. Silk and Leather lined.
Travel'g Cases	TRAVELING CASES AND ROLL-UPS. Ladies' Combination Manicure and Toilet Sets in Ebony, plain and silver mounted. Gent's Sets, Shaving and Brush Sets Combined. $2 to $75.
DOCTOR'S PRESCRIPTION BOOKS	SUITABLE GIFT FOR YOUR DOCTOR. Seal Covers, Sterling Mounted, Silver Pencil Prescription Pads. $5.00.
Safety Garter Purse	JUST THE THING FOR TRAVELING. Carry your Jewels and Money in this safe and secure way.

TO END WAR IN CHURCH

CONFERENCE WILL CONSIDER SECOND BAPTIST DIFFERENCES.

Ministers of Other Churches and Laymen Will Intervene Between Factions.

A council conference is being formed to settle the difficulties in the Second Baptist Church, which resulted in the resignation of the pastor. It will be composed of the pastors of the Baptist churches of Portland, and also of a considerable number of fair-minded and disinterested laymen.

The object of the conference is to reach an agreement for settling the differences that have existed for several years in the Second Baptist Church. There are two factions in the church, which are very antagonistic to each other, and this antagonism became so pronounced within the past three months that it was a rare thing that a candidate for membership in the church could be elected. Some very excellent people were excluded either by warning or by ballot. It will be the business of the conference council to ascertain the cause of all this friction by hearing statements from both sides. It is understood that the council can only recommend remedial action to the church, but cannot enforce its conclusions, as there is no higher authority than the church itself, but the members themselves are anxious for a harmonious settlement, and are not likely to reject any satisfactory adjustment that may be suggested by a council made up of the pastors and leading laymen of the Portland Baptist churches. It is understood that the conference may meet in the early part of next month.

The resignation of Rev. William E. Randall, the pastor, will take effect January 1. He said that he has no plans for the future. However, he intimated that he would not withdraw his resignation.

LAYING WATER MAINS.

Twenty-Inch Main Completed From Division to East Stark Streets.

The 20-inch water main for the higher districts on the East Side was completed through Sunnyside to East Stark street yesterday. It starts at the intersection of Division street and Marguerite avenue, and follows the avenue to Hawthorne, and then, after making a short jog, continues on East Thirty-fifth street to East Stark. The intersecting small main on East Taylor street was connected with the 20-inch main; also the small main on East Main will be connected with the larger. Next week connection will be made between the 20-inch and 24-inch mains at the intersection of Division street and Marguerite avenue, and water will be turned on. It is expected that the 20-inch main will be extended to East Twenty-eighth street and the Sandy road when the pipe is supplied.

An 8-inch main will be laid on East Burnside street, between East Eighth and East Twenty-eighth streets at once. Pipe has been distributed along the street. Some 4-inch pipes will also be put down in Hawthorne addition, east of East Twenty-eighth street.

In Albina a 14-inch main is being laid from the pumping station in Lower Albina to a connection with the large main in Knott street. This should supply an abundance of water for Upper Albina.

SUNNYSIDE SCHOOLHOUSE FINISHED

Work Is Progressing on Woodlawn and Sellwood Buildings.

The annex to the Sunnyside Schoolhouse is entirely completed, and may be occupied next week if the necessary furniture can be supplied. Peter Hobkirk, contractor, said the carpenter work was finished a month ago, but there was delay in getting the heating apparatus installed. The second furnace arrived from Cincinnati over a week ago, and has been installed and tested. All the rooms may now be heated. The new addition makes the Sunnyside building a 12-room structure, with a fine assembly hall. All the rooms will be occupied from the start.

Contractor Hobkirk says he is getting along reasonably well with the Sellwood and Woodlawn buildings. At the former the addition has been plastered, and may be occupied in a short time. The Woodlawn building is lathed, and the plasterers will commence work next week. It will be a month or more before either can be occupied.

PARENTS PAY DAMAGES.

Some Boys in Brooklyn Break Windows and Are Found Out.

Parents of several boys who have been throwing stones through windows of stores in Brooklyn have been made to pay for their sport. A boy broke a window in the store on the corner of East Twenty-first and Brooklyn streets. Policeman Isackson found out who the boy was and his parents paid for the damage, amounting to $1. He lives out in the direction of Woodstock. A few days ago a boy threw a stone through the window on a store building on Milwaukie street. Through the efforts of Miss A. L. Dimick, principal of the Brooklyn School, he was found out, and it cost his parents $3 75. Policeman Isackson, who has charge of this difficult district, gives Special Policemen W. A. Ogilbee and Farley credit for assistance in inaugurating order in the neighborhood. The youngsters there are beginning to learn that they cannot deface property with impunity.

Fruitgrowers' Meeting Postponed.

The fruitgrowers' mass meeting fixed for the afternoon of December 6 has been postponed one week for the reason that the date conflicts with the meeting of Evening Star Grange, No. 27, Patrons of Husbandry, of which a considerable number of growers are members. The Grange will hold an election on that day.

ST. LOUIS AND SOUTHEAST.

A New Tourist Service Inaugurated by the O. R. & N.

If you are going to St. Louis, Memphis and other Southeastern points, better call up O. R. & N. ticket office, Third and Washington, and ask about the new tourist service inaugurated by the O. R. & N. via Denver and Kansas City.

IT WON'T HURT

If you have your dental work done at this office. The extraction of teeth is under the personal supervision of Dr. W. A. Wise, and you can feel thoroughly assured that painless dentistry is an accomplished fact at this office. If you have any doubts, call at our office and we'll explain our methods thoroughly.

WISE BROS., Dentists 208, 209, 210, 211, 212, 213 FAILING BUILDING. Cor. Third and Washington Sts.

Both phones: Or. South 2291; Col. 368. Open evenings till 9. Sundays from 9 to 12.

We Have to Move

Our present stock to make room for Holiday Goods.

10% Reduction on all umbrellas for short time only.

JOHN ALLESINA

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QUIT WHITE BREAD.

Could Not Get Strength From It.

An Episcopalian minister of Ellenville, N. Y., who is interested not only in the spiritual welfare of his congregation, but in their physical well-being also, says: "I can now do an immense amount of work and feel no fatigue, for the reason that I am using Grape-Nuts breakfast food and have quit coffee entirely and am using Postum Food Coffee.

"Myself and family are all greatly improved in health. We have largely abandoned the use of white bread. Upwards of 25 persons have changed their diet, on my recommendation. It is gladly given, because I know, from personal experience, whereof I speak."

It is a well-known fact that white bread is almost entirely composed of starch and this is difficult of digestion by many people, particularly those who have weak intestinal digestion. The result of the use of much white bread is a lack of brain and nervous power to do mental work and it also creates intestinal troubles, because the excess of starch ferments in the intestines and makes the conditions right for the growth of microbes; whereas Grape-Nuts breakfast food contains the needed starch, but in a predigested form. That is, it is transformed into grape sugar in the process of manufacture, and delivered in the packages, ready cooked, and in such shape that it is immediately assimilated without hard work of the digestive organs.

The food also contains the delicate particles of phosphate of potash which, combined with albumen, is used by nature to make the gray matter that must be in the cells of the brain and the nerve centers throughout the body, in order to give strength and ability to stand long and continuous work. Both the Postum Food Coffee and Grape-Nuts are sold by all first-class grocers.