

NOT CALLED OUT

Harriman Boilermakers Hesitate About Strike.

NO CONCESSION IS GRANTED

Union Pacific Says Piece Work Men Come to Stay—It Has All the Hands It Needs at Its Shops—Everything is Improving.

OMAHA, Neb., Jan. 30.—President Burt, of the Union Pacific Railroad, today met representatives of the striking shopmen of that system, to continue the conference begun in New York last week ago. Today's meeting resulted in the latter's representatives leaving without having reached a settlement, and they declare that the strike will now be continued indefinitely and will be extended over the southern Pacific.

President McNell, of the National Association of Boilermakers, was spokesman for the strikers, and told President Burt that a thorough canvass of the strikers had been made, with the result that they unanimously agreed that they could not accept the piecework system. Mr. Burt replied that the men could return to work under no other conditions, and expressed himself as sorry that the men would not give the system a trial. The conference lasted 15 minutes.

The labor leaders returned to the Labor Temple and stated that a mass meeting would be called at once and steps taken by the strikers to extend the strike to all parts of the Harriman system.

At Union Pacific headquarters this official statement was made concerning the strike situation:

"Piecework has been a successful system in the shops of our company for six months past, and the committee representing the strikers was told that no change in the system could be made at this time. About 85 per cent of the work done in the Omaha shops is by piecework; 90 per cent of it at Armstrong and from 90 to 100 per cent at other places.

"We now have the result that the shops here that we ever had before, and their character and skill are all that we could ask. A reduction will soon be necessary because our busiest season is now over. The same condition applies to all other points on the line. With new shops and new machinery here the same number of men can do much more work than formerly. In point of work done here, we have never turned out so many engines in the shops as during the past six months. The same condition obtains at Cheyenne.

"If we were to take back the strikers it would mean that our force in the shops during previous weeks. We are having some trouble this week because of high winds and stormy weather out West, for which the strikers will probably claim credit. Last week we put twice as much coal into Nebraska as during any previous week on the road, and every mile at Rock Springs is running at full capacity.

"Six new engines have just arrived, and four more are on the road, and an indefinite number of new engines will continue to arrive. We will soon have engines to burn. This strike is over, so far as the company is concerned. The men quit the service last June, and we hired new ones to fill their places. That's all there is to it."

Expected Strike Order Didn't Come. OGDEN, Utah, Jan. 30.—Railroad men on all roads into Ogden expected that the boilermakers on the Southern Pacific, Oregon Short Line and O. R. & N. would be ordered out today. The local union officials state that they expected telegrams to that effect from the head authorities of the unions, but no word was received.

These Men Have No Grievance. SALT LAKE CITY, Jan. 30.—No word regarding a walk-out has yet been received in this city, where only half a dozen boilermakers are employed in the Harriman shops. At Ogden the Southern Pacific has at least 100 men on strike. Should the strike take in all the shopmen about 1200 men would be affected at the three places. No effort has been made to establish the piecework system on the Southern Pacific or the Oregon Short Line, and so far as known, the men have no grievance.

The Situation at Pocatello. POCATELLO, Idaho, Jan. 30.—So far as can be learned tonight strike orders have not been received by the boilermakers and other employes at the Oregon Short Line general shops in this city, although orders for the men to walk out were supposed to come as soon as the Omaha conference adjourned without a settlement of the Union Pacific strike.

General Superintendent Calvin and Superintendent of the Northern Pacific, who are the Oregon Short Line, have been here for three days, but refused to be interviewed on the subject of a probable strike. The workmen are holding no meetings, and so far as can be learned, have held no conference with the railroad. A strike here would involve about 300 men, and would seriously affect the business interests of the city.

No Evidence of Trouble Here. Everything is quiet among the boilermakers of Portland. There has been not the slightest intimation of a strike among employes of either the O. R. & N. or the Southern Pacific, and apart from the fact that they have been given full work, they are contented. No trouble is looked for here.

SHORTER TIME UNDER GROUND. Plan for Connecting New York Central and Pennsylvania Tunnels. NEW YORK, Jan. 30.—Great gains may be made in turning time in a new project to construct a tunnel which is to connect the systems of the New York Central and Pennsylvania Railroads.

While this tunnel may not be built for at least two years, it is understood that the two railroad companies have agreed on the plan, although no official statement has been issued. It is intended to construct a tunnel of unusual depth from the central yards of the Grand Central Station, at Forty-sixth street, to Madison avenue, and down that thoroughfare to Thirty-third street, where a junction will be effected with the tunnel tracks of the Pennsylvania Railroad. At one point the tunnel will reach a depth of 100 feet beneath the street's surface.

PLANS OF ROCK ISLAND. With Santa Fe Will Build From Dodge City to Liberal. TOPEKA, Kan., Jan. 30.—General Manager Snodgrass, of the Rock Island, today announced that the Santa Fe-Rock Island alliance: "The Santa Fe will build from Dodge

City to Liberal, Kan., connecting the Santa Fe main line with the Rock Island at once. From Liberal to some point in New Mexico, where the Santa Fe cut-off crosses the Rock Island, a distance of 350 miles, the Santa Fe will use the Rock Island tracks. From this point the Rock Island will use the Santa Fe tracks to the Pacific Coast. This will probably blot out the plan of both roads for rebuilding heretofore proposed by New Mexico opposition lines."

The plan for rebuilding the Santa Fe's Pecos Valley lines and the Panhandle division will come to naught, for the through traffic of the Santa Fe will not be sent south through Wichita, Wellington and Alva, but will go west from Newton to Hutchinson, Kingsey and Dodge City, thence south of the proposed new line to Liberal. When asked whether or not the Rock Island has secured any voice in Santa Fe affairs, by means of purchase of stock, Mr. Snodgrass said: "That is something which I know nothing at all about. All I know is that at present it is the intention to build the line south from Dodge City, instead of making our main line over the Panhandle as was contemplated."

The Santa Fe and Rock Island have for some time been on the verge of a serious consummation. The traffic alliance has been brought about, it is believed, by the fear that such a conflict might result disastrously to both roads. "Combination is better than combat," has been the key to the delicate situation.

SURVEYING FOR BELT LINE. Northern Pacific Now Going North From Mouth of Columbia. SOUTH BEND, Wash., Jan. 30.—The same party of Northern Pacific surveyors which recently completed the survey of a line from Kelso to Baker's Bay, on the north bank of the Columbia, arrived here yesterday, and encamped in the outskirts of town. They intend to survey for an extension of the South Bend branch to some point on the Columbia, the evident intention being to make a belt line from Kelso and also extending the road from here. It is about 20 miles from here to the Columbia as the crow flies, and the road would cross three rich valleys and open up some of the finest timber in the state. There are 18 men in the party, headed by A. C. Murdock.

Snow in the Skagitnoes. Snow to a depth of three feet has fallen in the Skagitnoes in the past 24 hours, and it makes heavy railroading there. At Dunsunior, on the California side, snow is two feet deep. This is the first snow to speak of that has fallen here since the middle of the month. The telegraph wires and daily interrupted communication by that means as well as by rail. The train from California arrived yesterday morning three hours late, and the evening train due at 7 did not reach Portland until 3:30 this morning. This morning's train will be somewhat late. The snow extends through the Rogue Valley and it is even a foot deep at Grant's Pass. The temperature is cold enough to prevent undue melting.

Winter Succeeds Greatings. NEW YORK, Jan. 30.—At today's meeting of the stockholders of the Brooklyn Rapid Transit Company, E. W. Ryan, ex-president of the Northern Pacific Railway, was elected a director to succeed Jacob I. Greatings. Mr. Greatings was president of the Brooklyn Rapid Transit Company. Norman B. Ryan was elected a director to succeed August Belmont. The new board will meet to organize next Monday. It was unofficially stated today that at the meeting Mr. Winter will be elected president of the company to succeed Mr. Greatings. It was said that Mr. Belmont retired from the board because of press of other business.

Hill's Steamer and Elevator Deal. CHICAGO, Jan. 30.—Following James J. Hill's sale of the Northern Steamship Company's freight steamers and the Great Northern elevator and docks at Buffalo to the New York Central and other Eastern roads, the chief traffic representatives of all the railroad lines parties to the purchase met here today and determined upon rates and divisions of the property. Mr. Winter, whether the Northern Steamship Company's freight fleet would be run as a separate organization or whether the boats would be divided among the railroads interested in the deal.

Appraisal of Lehigh Valley Property. PHILADELPHIA, Jan. 30.—The Lehigh Valley properties are to be examined and appraised by a committee of experts acting under official instructions. A revaluation of all properties and assets of the company is the object in view. Particular attention will be paid to ascertaining the true value of the coal lands, as they are believed to be worth much more than they are now capitalized at. It is believed that this report will show the Lehigh Valley has properties and assets worth an amount clearly in excess of its funded indebtedness and outstanding capital stock.

Difficult Wreck to Clear Up. The O. R. & N. wreck of Sunday morning in the Blue Mountains, near Bingham Springs, is not yet cleared up. It was cleared up today, and the wreck of the Meachem Creek before work could be prosecuted to advantage on the three cars and locomotive. This has now been done and it is expected the cars will be taken out today. The engine and boiler were built down to the engine and it will be pulled up on its own trucks.

Superintendent O'Brien came in from the wreck Thursday night, being somewhat indisposed, and Jack McMechan, Graham is now in charge of the work there.

President Mellen Also Coming. PRESIDENT Mellen, of the Northern Pacific Railway, passed through Prescott this morning on the private car Mayflower. The car had a narrow escape from being destroyed by fire en route from Phoenix. While coming up a heavy rain fell from the engine set fire to the end of the car, and it was with some difficulty extinguished.

Wash-Outs on Astoria Road. Three small washouts on the Astoria Railroad yesterday morning delayed traffic to some extent. One was near Clatskanie and the others were not far from Astoria. The train leaving Astoria yesterday morning did not arrive in Portland until 10 P. M. No trains were cancelled, however. Last night the road was reported to be clear.

Transportation Brevities. The office of the Colorado Midland Railroad in this city will be closed February 1, and Charles E. Green, who is the local representative of the company, will go into private business in Portland. Since the Union Pacific and the Southern Pacific were locked up together, the mountain lines have found it harder to get business out of this territory and the withdrawal of the Colorado Midland is not surprising. The San Francisco office will cover the Pacific Northwest hereafter.

F. H. Madison, who has been with the Empire Fast Freight, is to be the new traveling freight and passenger agent of the Burlington and passenger agent of the J. W. Draper, who resigned a few weeks ago to go to the Canadian Pacific. His headquarters will be at Tacoma.

J. W. Lockwood, who has been contracting freight agent of the Great Northern at Vancouver, B. C., is to be agent of the Wisconsin Central at Tacoma. The Wisconsin Central is embarking on an aggressive policy in the Pacific Northwest, covering the whole country with traveling agents.

CHANNEL IS DEEPER

Bar Survey Shows Gratifying Condition.

SOUTH SIDE 23 FEET OF WATER

Soundings Last Month Indicate South Channel Has Deepened Three Feet in Last Year—Used by Deep-Draft Vessels.

ASTORIA, Or., Jan. 30.—(Special.)—During the month of December the United States Engineering Department made a careful survey of the bar at the mouth of the Columbia River, under the personal supervision of Assistant Engineer Hegardt, the tug Mendall being used for the purpose at every favorable opportunity. The exact figures obtained as to the amount of water on the bar at "average lowest low water" show a condition that is most gratifying, and indicate that a deeper channel to the sea is gradually being cut through.

The detailed chart made from these soundings shows that the south channel has deepened at least three feet during the past year, and now has 23 feet of water. The north channel, which the Government officials have apparently insisted upon as the correct one, and which efforts have been made to keep as the ships' channel, shows no more water than it did a year ago, or 21 feet. Also the shallow portion of this channel extends a much greater distance than does the shallow part of the other, the latter shoaling to 23 feet on only two short stretches. More than a year ago the Government charted that the south channel was gradually becoming deeper and several of them used it frequently, it being then called "Wood's Hole," as Captain Wood was the first to use it regularly with deep-draft vessels. Later the San Francisco steamers, coasters and some of the larger sailing craft began to take this route, until it has now become practically the regular ships' channel. Several months ago the bar pilots, after considerable trouble, induced the department to buoy this channel, believing that it was the best one, and the recent soundings have justified that belief.

What effect the proposed extension of the present jetty would have is problematical, but the pilots believe it would close up the north channel, and the result would be the formation of another long, wide and flat shoal at the mouth of the river. The suggestion is made that if a jetty was built out from Cape Disappointment at right angles with the Point Adams jetty, the south channel would be rapidly scoured out to a depth sufficient for all needs. The objection that has been raised to this is that the mouth of the river would be so contracted that the great volume of water passing out at ebb tide would produce a strong current that tugs and steamers could make no headway against. That argument is probably sound, but even under present conditions the same thing is true, and a tow into the river is rarely attempted on an ebb tide.

SMALL BARRACK FIRES. General Randall Issues Orders to Protect Army Buildings. VANCOUVER BARRACKS, Jan. 30.—(Special.)—Two small fires broke out in the garrison this week in the storerooms under the artillery barracks, which was soon suppressed without doing much damage, and the other was in one of the non-commissioned officers' quarters. The number of small fires which have occurred at Vancouver Barracks within the last few months have caused some uneasiness owing to the inflammable nature of the buildings and the gas pipes. An order issued by General Randall to the effect that every precaution must be taken to secure adequate protection of public buildings and non-commissioned officers' quarters. Further orders that frequent and careful examinations by officers designated by the post commander be made of all fires and pipes and that all chimneys and pipes must be kept in good order at the beginning of each season; that troops at each post will be organized into detachments and instructed in the duty of extinguishing fires, preventing their spreading; that the map of the post giving the location of the fire plugs will be posted in each squadroom and the non-commissioned officers instructed in it; that buckets of water, kept constantly filled, are to be placed near buildings located at a distance from hydrants. The fire apparatus will be examined once a week and all defects at once repaired, and that fire drill will be held as often as practicable and not less than twice a month.

Idaho Court Affirms Right of Hollister to Shoshone Falls. BOISE, Ida., Jan. 30.—The Supreme Court today handed down an opinion, affirming the right of H. L. Hollister to ground that he owned in Shoshone Falls. Hollister brought suit under the eminent domain act to secure possession of this small piece of ground, the defendants being the State of Idaho, W. A. Clark, of Montana, and others. In its decision the Supreme Court ruled that the act of Congress admitting Idaho into the Union as a state does not prohibit or restrain the eminent domain over the lands granted to the state by said act. The state contended that the ground in controversy was worth \$20,000 because of its location with reference to the falls. The Supreme Court opinion affirms the judgment of the lower court assessing the value of the land at \$100. The object of Hollister in securing the power is said to be to transmit electric energy to the mines of the Wild River belt and to use it for an electric railroad between the town of Shoshone and the falls.

TO MINE ON GALICE CREEK. Hydraulic Mining Company Composed of Portland Men. GRANT'S PASS, Jan. 30.—(Special.)—A company, composed of Portland men, known as the Galice Hydraulic Mining Company, has been formed for the purpose of engaging in mining on Galice Creek, in Josephine County. This company has purchased, or secured for work, all of the placer mines and diggings of Lower Galice. All of these properties will be worked as one big mine, the combined water rights of all to be utilized. A large double flume will be constructed along the bed of Galice Creek, and into this the auriferous ground of the high banks and bars on either side will be washed down and separated of its gold. This ground is comprised of some of the richest diggings on Galice, and the enterprise undertaken will undoubtedly prove a valuable one.

This portion of Galice is remarkably rich in coarse gold, some of the largest nuggets uncovered in Southern Oregon

coming from here. The pieces of bullion are large and smooth, of the highest quality. The Portland people have shipped down a lot of machinery and supplies and will install a sawmill on their ground as soon as they can get in, the recent floods having washed out the roads. The purpose of the mill will be to cut the lumber with which the flumes and waterways will be constructed. If all goes well, these diggings will be at work under the combined plan within a couple of months, and will get in a fairly good run before the close of the season.

CONFER WITH CHAMBERLAIN. Judge Boise and a Few Others Opposed to New Salem Charter. SALEM, Or., Jan. 30.—(Special.)—Circuit Judge R. P. Boise and a few others had a hearing with Governor Chamberlain today. The purpose of the conference was to reconstitute with the Chief Executive of the state against his favorable consideration and approval of the bill amending the Salem City charter. The bill passed both houses without a dissenting vote and is now in the hands of the Governor. The charter, as amended, increases three times the present area of the city and quadruples the population of the Capital City. The new charter has the endorsement of the City Council, the Board of Aldermen, the Board of Public Works, and the leading citizens of the community. The reconstituted include A. Bush, Judge Boise and a number of property-owners living in and owning property in the suburban districts that it is proposed to incorporate.

COMPLAINTS ARE WITHDRAWN. Trouble in University of Utah Comes to an End. SALT LAKE CITY, Jan. 30.—The trouble between the faculty and students of the University of Utah, which during the past few days has been the subject of complaints against 11 of the students who were arrested on the charge of having threatened to assault Faculty B. Pratt, editor of the College Chronicle, were dismissed by Judge Diehl upon the suggestion of the complainant, who desired to drop the case. Editor Pratt has resigned the editorship of the Chronicle and it is understood that no action will be taken by the faculty when the students return to school next Monday.

The trouble arose over an editorial condemnation in the College Chronicle of a vegetable-throwing episode at a performance given by the sophomore class. Over 100 students were involved.

TWO MARINES INJURED. Fatal Accident in Engine-Room of United States Steamship Boston. VALLEJO, Cal., Jan. 30.—An accident in the engine-room of the United States steamship Boston, lying in San Francisco Bay yesterday afternoon, cost Edward Lee Baker his life and seriously injured James H. Tate, both in a critical condition at the Naval Hospital at Mare Island, where he was transferred for treatment.

The two men were machinists of the United States Navy attached to the Boston. While they were endeavoring to repair a leaky valve a plat blew out and the escaping steam enveloped them. Baker was 23 years of age, a native of Savannah, Ga., and was married to a relative is Mrs. Jennie Baker, of Savannah, presumably his mother. Tate is a native of Melville, N. Y. No hopes are entertained for his recovery.

NORTHWEST DEAD. Prominent Albany Resident. ALBANY, Or., Jan. 30.—(Special.)—A. B. Woodin, one of Albany's leading citizens, died this morning after a protracted illness. Mr. Woodin was born in Jefferson County, New York, in 1841, and served four years in the war. After the war Mr. Woodin came to Oregon, locating in Albany, where he engaged in business for a number of years. Later he became interested in mines, and for the past few years has been engaged in mining in Michigan. He leaves a wife and son, Harry Woodin, who lives in San Francisco.

Mrs. Martha Vance, of Albany. ALBANY, Or., Jan. 30.—(Special.)—Mrs. Martha Vance, wife of W. L. Vance, one of Albany's leading capitalists, was found dead in bed this morning. Mrs. Vance was taken quite ill during the night of Saturday last, but would not permit Mr. Vance to summon a physician. Later she became quiet, and Mr. Vance, thinking the temporary illness was over, went to sleep again. He awoke this morning he found his wife dead beside him in bed. Mrs. Vance was about 59 years old, and came to Oregon with her parents in an early day, when she was yet a child. She was born in Arkansas.

Old Miner Passes Away. BAKER CITY, Or., Jan. 30.—William J. Gruwell, a pioneer of 1862, died in this city yesterday. Death was the result of complications of the heart. He was 74 years of age, and a native of Maryland. During the first gold excitement at Auburn, just south of here, in 1862, the county being the part of Wasco, Mr. Gruwell migrated West. He has placed mined since then, part of the time upon Olive Creek and the remainder in Butte. He owned placer diggings upon the former stream. He had no living relatives, so far as is known.

Fred Mathies, of Cornelius. FOREST GROVE, Or., Jan. 30.—(Special.)—Fred Mathies, aged 41, died at Cornelius tonight. He had been engaged in the merchandise business there for nine years. He leaves a wife and family.

Children Were Kept From School. ASTORIA, Or., Jan. 30.—(Special.)—The action of the School Board in closing the



MRS. CARRIE P. HANNAFORD.

New Life and Strength Came to Her.

A Massachusetts woman, Mrs. CARRIE P. HANNAFORD, of No. 69 Hale St., Beverly, Mass., who is well known socially there, being Treasurer of the Order of the EASTERN STAR, wrote her experience as follows: "Your 'Favorite Prescription' is, without a doubt, the finest remedy on the market to-day, for female difficulties. I suffered for four years with pains every period, and I dreaded the approach of the time as I knew it meant two or three days' misery. Tried several different widely-advertised remedies, and found that they did me no good whatever. One day a friend called, who had suffered as I was suffering, and who told me that she had been cured through the use of Dr. Pierce's Favorite Prescription, so I purchased a package. I found that the real value of your medicine was greater even than my expectations, and the next month I had hardly any pains. The following month had none at all, and found that my general health was much better and new life and strength had come to me.

"These are the actual facts, and I feel that it is due you that I should write you. Sincerely yours, Mrs. CARRIE P. HANNAFORD."

To Hon. R. V. Pierce, M. D.

Young women or matrons should not allow themselves to look sallow and wrinkled because of those pains and weaknesses which become chronic and are the result of colds, tight lacing, and imprudent care of the womanly system. Many a woman would look beautiful, have a healthy color and bright eyes if it were not for those drains on her strength and those weaknesses which come all too frequently and make her life miserable. There is a ready-to-use Prescription, used a great many years by Dr. R. V.

Pierce in his large practice as a Specialist in women's diseases, which is not like the many "patent medicines" on the market, as it contains neither alcohol nor any narcotic. It is purely vegetable.

Dr. Pierce's Favorite Prescription establishes regularity, dries weakening drains, heals inflammation and ulceration, and cures female weakness. It cures headache, backache, nervousness, sleeplessness and other consequences of womanly disease. "Favorite Prescription" makes weak women strong, sick women well. Accept no substitute for the medicine which works wonders for weak women.

\$500 Reward FOR WOMEN WHO CANNOT BE CURED.

Backed up by over a third of a century of remarkable and uniform cures, a record such as no other remedy for the diseases and weaknesses peculiar to women ever attained, the proprietors and makers of Dr. Pierce's Favorite Prescription now feel fully warranted in offering to pay \$500 in legal money of the United States, for any case of Leucorrhoea, Female Weakness, Prolapsus, or Falling of Womb which they can not cure. All they ask is a fair and reasonable trial of their means of cure. Their financial responsibility is well known to every newspaper publisher and druggist in the United States, with most of whom they have done business for over a third of a century. From this fact it will readily be seen how utterly foolish it would be for them to make the above unprecedented and remarkable offer if they were not basing their offer on curative means having an unparalleled record. No other medicine than Dr. Pierce's Favorite Prescription could possibly "win out," as the saying goes, on such a proposition. But they know whereof they speak. They have the most remarkable record of cures made by this world-famed remedy ever placed to the credit of any preparation, especially designed for the cure of woman's peculiar ailments. This wonderful remedy, therefore, stands absolutely alone as the only one possessed of such remarkable curative properties as would warrant its makers in publishing such a marvelous offer as is above made in the utmost good faith.

WORLD'S DISPENSARY MEDICAL ASSOCIATION, 645 Main Street, BUFFALO, N. Y.

"I want to tell you of the great improvement in my health since taking your 'Favorite Prescription,'" says Mrs. H. S. Jones, of Forest, N. C. "When I began its use I was a physical wreck and had despaired of ever having good health again. Could not sit up all day. I noted a great improvement before the first bottle was all used. Was suffering with almost every pain that a woman is subject to: had inflammation of ovaries, painful and suppressed periods, and other symptoms of female disease. After taking six bottles of your 'Favorite Prescription' I felt like a new person. Can ride horseback and take all kinds of exercise and not feel tired."

SEND to Dr. R. V. PIERCE, Buffalo, N. Y., for a FREE Copy of the "People's Common Sense Medical Adviser." For paper-covered copy enclose 21 one-cent stamps to cover mailing only. Cloth-bound 31 stamps.

schools on account of the prevalence of scarlet fever was influenced to a great extent by the parents in keeping their children from attending the sessions. When the schools were reopened on last Monday about 70 per cent of the pupils returned to resume their studies, but the proportion gradually decreased until yesterday; many of the classes did not have over 20 per cent remaining, and another day would have caused the schools to close for want of pupils.

Will Develop Baby Mine. GRANT'S PASS, Jan. 30.—(Special.)—C. C. Higgins, a mining man of Salt Lake City, who recently bonded the Baby quartz mine, of Louse Creek district, a few miles north of Grant's Pass, yesterday purchased the property of Jewell, Pollock & Dodge, of this city. Mr. Higgins will thoroughly and systematically develop the Baby. It is a rich mine, having thus far, with its two-stamp mill, and for all development work done, all machinery installed—a record that is rarely attained by a quartz mine anywhere. The mine contains a vast body of high-grade ore and will be placed in the hands of the leading gold producers of Southern Oregon by adequate development.

Heavy Storm in Coast Range. DALLAS, Or., Jan. 30.—A most fearful snow storm now in progress throughout the Coast Mountains. The snow is piling up as it has not for years. In the Valley, however, it is melting very fast, but coming down in blinding clouds. The stream of timber claimants that usually pass in and out of the Siletz Basin, has entirely ceased, and no news comes over the divide.

Committed to Asylum. BAKER CITY, Or., Jan. 30.—Daniel J. Hanson, a veteran of the Philippines, and one time attached to the Thirty-first Coast Artillery, has been committed to the State Insane Asylum. Hanson imagines he is yet under guard and was arrested here while "hiking" an imaginary post in a saloon.

Ask for Reduced Railroad Fare. BAKER CITY, Or., Jan. 30.—Ex-Senator William Smith, of this city, has been employed by a combination of merchants and mining men of Sumpter, to draft a bill to be presented to the Legislature reducing the passenger fare on the Sumpter Valley

Railroad from 5 to 3 cents per mile, and reducing freight rates to the same basis as now apply on the railroad in Oregon and Washington. A strong lobby will be sent to Salem to put the bill through.

Soldiers of Cavalry Trooper. BENEZIA, Cal., Jan. 30.—(Special.)—The body of a young man was found floating in the Sacramento River January 15, 1902. Examination proved the body to be Private William F. Osterman, of Company D, First United States Cavalry. The young man had relatives in Salem.

Won't Throw Dynamite Again. LEWISTOWN, Mont., Jan. 30.—While George Peterson was thawing out dynamite at the coal mine near here today, the stuff exploded. Peterson was instantly killed and a heavy iron was blown to pieces by the force of the explosion.

Thought He Was Drunk. But Sobered Up Quickly When His Money Was Taken. "Hi! Donshu let jsh get in zhe papers," stammered Will Forester, an East Side butcher, as he staggered into the police station last night in charge of Officer Carpenter.

"Look out there. Ish mashed to pieces," as the officer started to search him. "The man you were fighting with is drunk," joked an officer who was standing by.

"Good! I smashed his block," and, making a final stagger, he leaned his weight against the counter. "What's this?" asked the officer, as he drew a long, sharp-pointed steel from his hip pocket.

"Ish a busher," said the man, and made a grab for the steel, but he was immediately seized and the weapon taken from him. When the Captain found his purse he grew quite sober in a moment.

"Wait," he said, forgetting his drunken accent; "I want to count that myself," and he carefully counted the money and instead of the Captain write it down correctly.

"I want that all back. I need it in my business," said he. "You fellows may look me up, but I know enough to take care of my money."

Attel and Hanlon Fight a Draw. SAN FRANCISCO, Jan. 30.—The 29-round fight between Abe Attel and Eddie Hanlon at Woodward's last night resulted in a draw. No one who saw the pair of little tigers go through their performance



The Secret of Beauty

Millions of women find CUTICURA SOAP, assisted by CUTICURA OINTMENT, an unfailing specific for beautifying the skin, for cleansing the scalp, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, for baby rashes, itching, and irritations, and for all the purposes of the toilet, bath and dressing. Thousands of women use CUTICURA SOAP in baths for annoying irritations, inflammations and excoriations, or too free or offensive perspiration, in washes for ulcerative weaknesses, and for many sanative antiseptic purposes, which readily suggest themselves.

Sold throughout the world.

Advertisement for Mrs. Frances Kingsley's Wine of Cardui. Text: ANY WOMAN MAY BE CURED. Mrs. FRANCES KINGSLEY, First Vice-President of the Historical Club, 544 Garfield Ave., Chicago, Ill., says... After doctoring for eleven months and taking forty-three bottles of medicine and finding no relief for leucorrhoea resulting from irritation of a fallen womb I took Wine of Cardui and fourteen bottles cured me. This seems strange, but it is the simple truth. Wine of Cardui helped me from the time I began taking it and having heard it praised so highly by friends who had tried it I felt satisfied that it would help me, and it did. It cured me. Took every bit of ache, pain and headache, cramps and dragging down sensations away till I felt young, strong and happy once more. It is a wonderful medicine and a true friend to women. When I look back on the months of torture I had it seems like a hideous nightmare. Wine of Cardui will cure any woman I believe. I have more faith in it than all other medicines combined. Who would go on suffering female troubles after reading the earnest statement of this prominent woman? Are you suffering from leucorrhoea? Have you the irritation of a fallen or misplaced uterus? Do you have aching, pains or cramps in the abdomen? Have you "bearing down pains"? Do you feel as if you were never "young, strong and happy"? How can you refuse relief when you know these troubles are torturing you, are growing worse day after day? If you go to a physician after a local examination, he will probably tell you an operation is necessary. Mrs. Kingsley took Wine of Cardui and she was cured without an operation. And this is what you may do. Shooting pains, irregularity, inflammation and bearing down pains make thousands of women miserable. Why drag through life never enjoying anything? Wine of Cardui has made over 1,500,000 weak and suffering women well and strong. We ask you to go to your druggist today and secure a \$1.00 bottle of Wine of Cardui and begin to take it at once. Do that and the health Mrs. Kingsley writes about will soon be yours. If you think special directions are needed in your case, address, giving symptoms, Ladies' Advisory Department, The Chattanooga Medicine Co., Chattanooga, Tenn.