

TO DELAY ROAD

Portage Project Meets Obstacles.

RAILROADS WILL FIGHT

Government Must Be Induced to Grant Right of Way.

O. R. & N. IN THE OPPOSITION

Canal Board Reports in September, No Decision Will Be Made by the Secretary of War.

There are two sources of delay to the Dallas-Celilo portage road project. First—Opposition of the Government to giving right of way on Government land. Indications are that the O. R. & N. Co. will fight the project by refusing to grant right of way on O. R. & N. land without condemnation suits. The War Department is uncertain whether it has the right to grant any concession to the State Portage Road Commission without an act of Congress. If prompt assurances are given that the state is ready to start work at once, Secretary Root will determine at once whether or not Congressional sanction is necessary before the state can use Government lands. No action, however, is probable until the report of the canal board is made, which will not be until September.

OREGONIAN NEWS BUREAU, Washington, D. C., July 22.—Unless the Oregon commission charged with the building of the state portage railroad around the Dallas-Celilo obstructions in the Columbia River vigorously renews its request for the right of way over a part of the Government lands on the south bank of the Columbia River it will probably be several months before their request is finally acted upon by the War Department.

As the department now views it, there is no unusual necessity for immediate action on this request, and for two reasons no action has yet been taken on the application of the state through its commission. The War Department, after conference with Major Langitt, concluded that inasmuch as the special Board of Engineers had decided to abandon the Hart's project and to substitute therefor a plan for a conventional canal, it would be unwise to grant to the state any privileges which might be found later on to conflict with the purposes of the Government.

Delay Until September Certain.

Inasmuch as the Government had much trouble in acquiring the old boat railway right of way, and it is probable that a portion at least of this land may be required for the contemplated canal, the department decided to grant the state no concession until it ascertained just how much of this right of way will be needed for the canal. This cannot be known until the board reports submitting its plan of canal, and from present indications this report will not be completed before the first of September, and by some it is believed it may be a month or even two months later. There is no objection, in a moral sense at least, to allowing the state to use such of the Government lands as will not be demanded for the proposed canal. It was merely a question of avoiding a conflict of interests between the state and Government, and the precautionary measure adopted naturally resulted in deferring work on the state project.

Must Congress Grant Authority?

The other consideration that induced the department to take no immediate action on the application of the state was the uncertainty of the officials as to the right of the Secretary to grant to the state the privilege of using Government lands for its portage road. By some it is maintained that Congressional authority would be necessary before the state could build on the Government right of way. Others maintain that the Secretary may lease the lands to the state "for temporary purposes" for a period not exceeding five years. Here again enters the question whether or not the portage road would properly be classified as a temporary work. If not, there is considerable doubt over the authority of the Secretary to enter into a lease without special authority of Congress.

So far as the Engineers' Department is concerned, its officers are anxious to have the state portage road built. Not only would it be of assistance to them in the construction of the canal, but it would afford immediate relief to the commerce of the inland empire whose importance they readily recognize. The only doubt they have as to the propriety of allowing the state to use the Government lands is on account of the possible conflict between the rights of way of the portage road and the new ship canal. They think, however, that if such a conflict should be discovered it could be averted before the state actually undertook the construction of its road, for the exact lands needed for the canal will be known within a few months.

Engineers Are Favorable.

The engineers are therefore favorable to granting immediately the request of the state under a condition which will prevent a change in the route of the portage road, if a conflict should actually be discovered. If the state is ready to proceed under the act of the last legislature, they await only the right of way, there is every reason to believe that a strong request for prompt action upon the pending application would receive favorable endorsement from the Chief of Engineers and would immediately go to Secretary Root for his action. Then if the Secretary finds that he has authority to grant the right of way, either outright or as a lease, he would undoubtedly act favorably. At any rate, semi-official assurance is given that if the state makes it plain to the department that it is ready to go

to work and awaits only this authority from the department, the case will be disposed of without unnecessary delay, and Secretary Root will finally determine whether or not Congressional sanction is necessary before the state can use the Government lands.

The right-of-way question may delay work on the Portage Railway between The Dalles and Celilo. So far as those owners of private lands affected by the enterprise are concerned, it is believed no trouble will be experienced by the state in securing permission to construct the proposed road. But trouble will be made by railroad interests affected by the road.

The proposed plan of Engineer Hammond, which has been approved by the State Commission, provides for crossing over the right of way of the Oregon Railroad & Navigation Company. These are two points where the railroads can make trouble, and there is no doubt but that they will avail themselves of the opportunity.

There has been no official statement from O. R. & N. authorities relative to their action on the proposed right of way of that line will not speak of the question for publication, and there is every reason why they should be guarded in their discussion of the enterprise.

It is probably understood, however, that the O. R. & N. proposes to resist the attempt of the state to build the Portage Road over a portion of the O. R. & N. right of way. The O. R. & N. has been held all along to be opposed to the new line, and the action of that road in declining to give any information relative to the boundaries of its right of way to Engineer Hammond is indicative of the future action of the road. Moreover, railroad men in position to know the situation declare that the Harriman interests are determined to resist the project.

This will necessitate condemnation suits to secure the right of way for the state's road. The O. R. & N. will resist the suit on the ground that its construction seriously interferes with the operation of trains and prevents betterments along the line where the state would crowd the O. R. & N. Upon this pretext the railroad might probably succeed in delaying construction work for some time and might even make the costs run up above the limit set by the last Legislature. If this could be done, the company would have gained its purpose in a temporary defeat of the project.

The influence of the company is likely to be felt in a movement against the application of the Board of Engineers for permission to cross the Government right of way along the proposed right of way. Influence at Washington, exerted by the Harriman interests might be sufficient to delay construction work.

That the Portage Road is certain to meet railroad opposition has already been demonstrated. The effort to defeat the project by invoking the referendum along the proposed right of way, influence at Washington, exerted by the Harriman interests might be sufficient to delay construction work.

There are two sources of delay to the Dallas-Celilo portage road project. First—Opposition of the Government to giving right of way on Government land. Indications are that the O. R. & N. Co. will fight the project by refusing to grant right of way on O. R. & N. land without condemnation suits. The War Department is uncertain whether it has the right to grant any concession to the State Portage Road Commission without an act of Congress. If prompt assurances are given that the state is ready to start work at once, Secretary Root will determine at once whether or not Congressional sanction is necessary before the state can use Government lands. No action, however, is probable until the report of the canal board is made, which will not be until September.

OREGONIAN NEWS BUREAU, Washington, D. C., July 22.—Unless the Oregon commission charged with the building of the state portage railroad around the Dallas-Celilo obstructions in the Columbia River vigorously renews its request for the right of way over a part of the Government lands on the south bank of the Columbia River it will probably be several months before their request is finally acted upon by the War Department.

As the department now views it, there is no unusual necessity for immediate action on this request, and for two reasons no action has yet been taken on the application of the state through its commission. The War Department, after conference with Major Langitt, concluded that inasmuch as the special Board of Engineers had decided to abandon the Hart's project and to substitute therefor a plan for a conventional canal, it would be unwise to grant to the state any privileges which might be found later on to conflict with the purposes of the Government.

TWO COMPANIES MERGED.

Washington Railway & Navigation Company is incorporated.

The Washington Railway & Navigation Company has been incorporated by the Northern Pacific to take over the Washington & Oregon and Portland, Vancouver & Yakima Railroad Companies, which the Northern Pacific organized a few years ago to build new lines on the north side of the Columbia River. Railroad officials contend the organization of the new company is simply an action taken for the purpose of simplifying matters.

The contract for the work upon the road the Northern Pacific is building into Vancouver. This will be completed by August 15, and then the Northern Pacific will have its line from Kalama into Vancouver, and will be connecting the out of the latter town into the timbered districts back of Vancouver. The road is being run to completion for the purpose of enabling the Weyerhaeuser Timber Company to begin its operations.

With the exception of a continuation of the timber lines constructed by the Northern Pacific for the benefit of the Weyerhaeuser Company, none of the plans outlined as follows are the result of the incorporation of the Washington Railway & Navigation Company will be put into immediate execution:

To build a line from Portland, crossing the river and connecting, following the north shore to Kalama, thence north through Cowlitz, Lewis, Thurston, Pierce and King Counties; to build a line from Kalama west along the north side of the Columbia to the Pacific Ocean, a line from Vancouver northwesterly through Clark, Skamania, Klickitat and Yakima Counties to a junction with the Northern Pacific at Yakima; to build a line up the north bank of the Columbia from Vancouver through Clark, Skamania and Klickitat Counties, joining the Northern Pacific at or near Pasco.

FORCE OF AMENDMENTS.

Wisconsin Author's Curious View of Rights Reserved to the State.

PORTLAND, July 22.—(To the Editor): I find in a small manual on civil government, by W. C. Hewitt, page 74, the following language concerning the first ten amendments to the United States Constitution: "Long before I knew who Santa Claus was, and 'A Tale of Airy Days,' by Mrs. Harriet Colburn Sanderson; 'Cuddie Doo,' by Miss Ruth Hoyt; 'Mavourneen,' by Mrs. Sanderson; 'In a Persian Garden,' by Mrs. Albert Sheldon; 'Mr. Walter Reed,' by J. N. Becher; and 'Dom Zee.' Later in the afternoon there will be a baseball game between the Oregon City team and the Vancouver Maroons. The evening will be spent in the latter building on Hawthorne avenue Tuesday night. A start was made toward cheating out the pane of glass in the front door, but it is supposed that the burglar must have been frightened away while at work. It was found yesterday morning that an entrance had been effected into the East Side Fuel Company's office at 434 Belmont street, some time during Tuesday night. The telephone cash box was opened and all the money was taken. The keys to the safe were found and taken. No money was kept in the safe. The burglar ransacked the premises thoroughly.

Struck His Sister.

Last night at about 10 o'clock Amy Patrick was struck on the nose by her brother, William Patrick, at their home on East Davis street, just back of the Winter's block, between Grand avenue and

BIG CROWD AT GLADSTONE

FIVE THOUSAND PEOPLE ATTEND CHAUTAUGA SESSIONS.

Robert J. Burdette Gives His Last Lecture—Champ Clark Comes Tomorrow.

GLADSTONE PARK, July 22.—(Special.)—Five thousand people attended the Chautauque exercises today and enjoyed themselves. Mrs. Harriet Colburn Sanderson had as spectators for her splendid Greek tableaux and posturing tonight one of the largest crowds that has gathered this season under the roof of the big wigwam. Young ladies of the Chautauque assembly represented the figures. Mrs. Sanderson also gave several recitations in a style that was enthusiastically applauded. Miss Edna Gales and Miss Helen Goss rendered vocal solos.

The principal attraction of the afternoon in the wigwam was Rev. Dr. Robert J. Burdette's lecture on "Good Medicine." More than 2000 people heard him, all the benches being occupied and hundreds of chairs were brought into the aisles. The lecture abounded in good stories and anecdotes and greatly pleased the audience, as the speaker passed "from grave to gay, from lively to serene." He said there is plenty of sympathy for people in trouble and he took no stock in the old

poem, "Laugh and the world laughs with you, weep and you weep alone." Mr. Burdette said: "It is worth nothing to worry; anybody can worry. The only way to stop worrying is to stop. There is not as much trouble in the world as you ought to be so that we might be happy. Let laughter be part of your religion. There are two days in the week in which I won't worry. They are yesterday and tomorrow. Make this your motto. I want you to remember this. It is my whole philosophy. Learn to make the sun shine on the north side of the house where it never shines. You can do it. A merry heart doeth good like a medicine."

Schiller's Lead for Pennant.

Several thousand people saw the ball game in the afternoon between the Schiller and Chemawa teams. The Indians failed to make their usual good showing, and the game was the Schiller's from the first inning, though it furnished plenty of amusement. The score: Schiller, 10 runs, 11 hits, 7 errors; Chemawa, 4 runs, 8 hits, 8 errors. Goals and games were the battery for the Victors and Lucas and Morris and Tebeau for the Chemawas. The Schiller men have a good lead in the Chautauque pennant race, having won three straight games.

Chaplain W. S. Gilbert delivered a clever and interesting address before the Ministerial Association in the forenoon his subject being "The Sinner's Friend." He stated that it is the most impressive age of youth. Rev. W. Plummer led the meeting.

Rev. and Mrs. Burdette left tonight for Los Angeles, Cal.

Exercises for Today.

Tomorrow will be "Recognition Day." The graduating exercises of the Chautauque class will take place, though they may be somewhat curtailed owing to the omission of the address by the Rev. Walter Reed, by Stephen S. Wise, who was suddenly called East. Presentation of diplomas to graduates of the Chautauque literary and scientific course will be made by President W. S. Gilbert of the association in the afternoon.

The special programme will open at 11 o'clock in the morning with an address by Secretary H. W. Stone, of the Portland Y. M. C. A. The program will be "Long Before I Knew Who Santa Claus Was," and "A Tale of Airy Days," by Mrs. Harriet Colburn Sanderson; "Cuddie Doo," by Miss Ruth Hoyt; "Mavourneen," by Mrs. Sanderson; "In a Persian Garden," by Mrs. Albert Sheldon; "Mr. Walter Reed," by J. N. Becher; and "Dom Zee." Later in the afternoon there will be a baseball game between the Oregon City team and the Vancouver Maroons. The evening will be spent in the latter building on Hawthorne avenue Tuesday night. A start was made toward cheating out the pane of glass in the front door, but it is supposed that the burglar must have been frightened away while at work. It was found yesterday morning that an entrance had been effected into the East Side Fuel Company's office at 434 Belmont street, some time during Tuesday night. The telephone cash box was opened and all the money was taken. The keys to the safe were found and taken. No money was kept in the safe. The burglar ransacked the premises thoroughly.

Struck His Sister.

Last night at about 10 o'clock Amy Patrick was struck on the nose by her brother, William Patrick, at their home on East Davis street, just back of the Winter's block, between Grand avenue and

LAW IS SUSTAINED

Sailor Boarding-House Act Is Constitutional.

COURT HANDS DOWN OPINION

State Commission Will Show Case Today Why License Should Not Be Issued to Billy Smith and Harry White.

The law providing for licensing sailor boarding-houses passed at the last session of the Legislature is constitutional. Judge Sears handed down an opinion of this effect yesterday in the suit of Harry White and Billy Smith against S. M. Mearns, E. W. Wright and Herbert Holman, comprising the Board of Commissioners for Licensing Sailor Boarding-Houses.

The Board was ordered to appear and show cause today at 2 o'clock why an



PROFESSOR S. P. LANGLEY'S AIRSHIP READY FOR ITS FLIGHT.

QUANTICO, Va., July 18.—The success of Professor Samuel Langley's invention for aerial navigation will be put to a practical test within a short time. With C. R. Manley and several assistants, he is patiently waiting for favorable weather conditions, and as soon as all is ready the most interesting of all mechanical tests will be made. The professor is a number of scientists, who are awaiting an opportunity to make observations from their standpoint.

All visitors are denied access to the aerial machine, and neither Professor Langley or Mr. Manley will give out any details regarding the mysterious apparatus. The only thing made public is the firm conviction of these gentlemen in the ultimate success of the airship.

Mr. Manley will be accorded the honor of handling the flying machine on the event of its initial flight. He, as Professor Langley's first assistant, has been closely associated with his chief for a number of years, and quite naturally has unbounded confidence in the issue of the first demonstration of the machine's qualities. The first flight will be made over the water, following the course to be pursued by the machine will be a launch towing a float, so as to be on hand when the atmospheric flyer plunges into the water. From a houseboat, when all is ready for the test, the big machine, moved by huge wings and rapidly revolving propellers, is expected to rise, pursue an almost direct course and mount the air for about 15 minutes. Nothing additional will be given out until the experiment is made.

CHANCE FOR ALASKA TRADE

Portland Is Urged to Get Its Share of Business.

That a greater portion of the Alaskan business should come to Portland and the Columbia River territory generally, instead of Puget Sound, was pointed out in a letter received yesterday by the secretary of the Chamber of Commerce from J. J. Stokes of Nome, Alaska. Mr. Stokes writes in part: "During the year 1902 the records of the Custom-House here show that there were 18,396 tons of coal, 1,458,654 feet of lumber, exclusive of 1,000,000 feet brought down from Port Clarence; 663 head of live-stock, 12,234 tons of general merchandise sent up here, and a passenger traffic of 329 arrivals and departures. The exports of gold dust and bullion for that season, according to the record of the Northern Commercial Company, was up to October 26, \$4,252,271. They estimated that \$200,000 would be sent out by the end of navigation. That which was taken out by private individuals would approximate \$3,000,000. That amount represents the production of four months' mining."

alternative writ of mandamus should not issue. The case will then be set for hearing later, on the merits, when the question will come up whether the Commissioners acted within the law and were justified in refusing White Bros. and Smith a license to conduct a sailor boarding-house.

The decision was concurred in by Judges Cleland and George, and concerning the constitutional question the court said: "After a careful examination of the question we have concluded to resolve any doubts existing concerning the validity of this legislation in favor thereof. Believing that any antagonism between a state and the organic law must be obviously clear and unmistakable; that the existence of such conflict is not to be lightly assumed; that every presumption and intendment favors the validity of the statute in conformity with the theory of the constitution of the Legislature except where its activities have been repressed by the people themselves of the state or the nation in their respective charters. And, recognizing the force of those judicial intimations of our own Supreme Court, which require certainty beyond a reasonable doubt of the unconstitutionality of an act before giving utterance to such opinion, we have reached a determination to give this statute that effect which seems to have been contemplated by those who constructed it, and which certainly accords with correct commercial and ethical considerations."

The White brothers and Smith were refused a license by the Commissioners, unless they could furnish an indorsement from the leading firms in Portland interested in deep-water wharves, principally of which are Balfour, Guthrie, Co., Kerr, Gilford & Co. and Theodore B. Wilcox, of the Portland Flouring Mills. They are said to have charged nearly all of the deep-water craft leaving the port. A recommendation of these business-houses or one satisfactory to the Boarding-House Commission was not forthcoming, and the license was not issued.

In their complaint Smith and White set forth that they are respectable and competent to carry on the business of a sailor boarding-house, and have been engaged in doing so; that they presented to the Board satisfactory evidence of their respectability, competency, and of the suitability of their accommodations, and offered to execute a bond, etc., and that the Boarding-House Commissioners arbitrarily declined to grant the license.

The court after reviewing the contentions of the plaintiffs in full, said: "All of these facts are admitted by the defendants by virtue of their demurrer; and more, the counsel for the Board expressly admitted in open court that Smith and White would have a remedy by mandamus against any arbitrary action, though his definition of those words seems to imply direct fraud or misconduct tantamount to fraud or willful injury in its nature."

"The term 'arbitrary' is defined as despotic, absolute in power, bound by no law or rule; tyrannical, capricious. And if denying this license without giving a reason for such action, has not the Board acted, or at least has not the court the right to assume, that it has acted as if bound by no law or rule, capriciously, tyrannically, without entering into a consideration of whether its predominant motives accord with good faith or not?"

After citing a number of authorities, Judge Sears continued: "Taking the admissions of counsel, together with these intimations of the force of language employed in framing such concession, it is apparent the court must hold the action of the Board of Commissioners to be arbitrary in character. They cannot refuse a license to one who has brought himself within the plain requirements of the statute without assigning any reason therefor. . . . A remedy by mandamus is the proper as well as the adequate corrective."

"This is our opinion as to the proper remedy for the plaintiffs in the case, under the admitted facts and law governing the subject-matter of the issues arising between the parties. Under the pleadings our decision is at the most only an advisory one, but we hereby indicate our willingness to issue a peremptory mandamus upon the filing of papers making a showing appropriate to these views." Attorney Henry E. McGinn informed the court that he would be able to present facts showing clearly that the Commissioners were fully justified in denying the

CAR JUMPS THE TRACK.

Mounts the Sidewalk After Tearing Through a Woodpile.

Leaving the track near Twenty-third and Flinders streets last night a Washington-street car described a graceful curve of about 90 feet, and after tearing through a woodpile by the sidewalk, stopped with the front wheels well upon the walk.

There were two passengers aboard and no one was injured. A young woman, whose name could not be learned was quite frightened and expressed much concern when she discovered that the car was going straight away from her home. Dr. Sellwood was the only other passenger aboard.

Conductor Wemple and Motorman Fones had charge of the car and say that they do not know what made it jump the track. They were going at a good speed down the Twenty-third-street grade, when the car left its course, and the riding became very rough from that time. The wrecking crew soon appeared on the scene and within half an hour had the car back on the track and into the barn.

WHAT SHE ESCAPED

Delay Would Probably Have Been Fatal in Miss Goodwin's Case.

"My mother died of consumption five years ago," said Miss Johanna Goodwin, of Northbridge, Mass., "and I thought I was going into the same disease. I believe I would have done so but for Dr. Williams' Pink Pills for Pale People.

"My complexion had turned pale and yellow, and I was ghastly looking. I was so weak I could not dress myself without sitting down to rest a few times, and often when I walked a short distance, or even stooped over, pains shot through my back. I was short of breath and often dizzy, my food did not digest properly, and my heart was very irregular. There was a noise in my head that nearly drove me crazy. I would hold my hands tight over my ears, but still it would not stop, and sometimes I could hardly see. I grew thinner and weaker, and was afraid and nearly certain I was going to die.

"One day a friend advised me to try Dr. Williams' Pink Pills, and I did so. They helped me before one box was used up, and in less than two months I was well and strong again, entirely cured."

The disease from which Miss Goodwin suffered was anaemia, or "bloodlessness," and is caused by an actual deficiency of the blood and a watery and depraved state of that fluid. It is characterized by a pallid complexion, pale lips, dull eyes, tongue and gums bloodless, shortness of breath on slight exertion, especially upon going upstairs, palpitation of the heart, feeling of impending death, weakness, loss of appetite and ambition. If left to itself, it is apt to result in decline and death.

The one remedy that has proved itself a specific for anaemia is Dr. Williams' Pink Pills for Pale People. These pills have a double action, on the blood and on the nerves. This is the secret of Dr. Williams' discovery, and is the cause of the wonderful cures in neuralgia, paralysis, St. Vitus' dance, sciatica, neuritis, rheumatism, nervous headache, after-effects of the grip, palpitation of the heart, pale and anemic complexions and all forms of weakness, either in male or female. Dr. Williams' Pink Pills for Pale People are sold at all druggists, or will be sent direct from Dr. Williams' Medical Dispensary, Schenectady, N. Y., postpaid, on receipt of price, fifty cents per box; six boxes for two dollars and a half.

NEW YORK, July 22.—Among the passengers who arrived today on the Oceanic, from Liverpool, were Bishop S. C. Brefores, J. P. Morgan, Jr., W. K. Vanderbilt, and wife, and E. F. and H. L. Doherty, the English tennis players. Mr. Vanderbilt appeared to be in excellent health and showed no marks of the injuries he sustained in France recently by the explosion of a gasoline tank of one of the automobiles.

JACKSON, Ky., July 22.—The grand jury, after indicting Gardner Phumms, Edward Tharpe and Joseph Crawford for burning Ewen's Hotel, is continuing its session.

WHAT SHE ESCAPED

Delay Would Probably Have Been Fatal in Miss Goodwin's Case.

"My mother died of consumption five years ago," said Miss Johanna Goodwin, of Northbridge, Mass., "and I thought I was going into the same disease. I believe I would have done so but for Dr. Williams' Pink Pills for Pale People.

"My complexion had turned pale and yellow, and I was ghastly looking. I was so weak I could not dress myself without sitting down to rest a few times, and often when I walked a short distance, or even stooped over, pains shot through my back. I was short of breath and often dizzy, my food did not digest properly, and my heart was very irregular. There was a noise in my head that nearly drove me crazy. I would hold my hands tight over my ears, but still it would not stop, and sometimes I could hardly see. I grew thinner and weaker, and was afraid and nearly certain I was going to die.

"One day a friend advised me to try Dr. Williams' Pink Pills, and I did so. They helped me before one box was used up, and in less than two months I was well and strong again, entirely cured."

The disease from which Miss Goodwin suffered was anaemia, or "bloodlessness," and is caused by an actual deficiency of the blood and a watery and depraved state of that fluid. It is characterized by a pallid complexion, pale lips, dull eyes, tongue and gums bloodless, shortness of breath on slight exertion, especially upon going upstairs, palpitation of the heart, feeling of impending death, weakness, loss of appetite and ambition. If left to itself, it is apt to result in decline and death.

The one remedy that has proved itself a specific for anaemia is Dr. Williams' Pink Pills for Pale People. These pills have a double action, on the blood and on the nerves. This is the secret of Dr. Williams' discovery, and is the cause of the wonderful cures in neuralgia, paralysis, St. Vitus' dance, sciatica, neuritis, rheumatism, nervous headache, after-effects of the grip, palpitation of the heart, pale and anemic complexions and all forms of weakness, either in male or female. Dr. Williams' Pink Pills for Pale People are sold at all druggists, or will be sent direct from Dr. Williams' Medical Dispensary, Schenectady, N. Y., postpaid, on receipt of price, fifty cents per box; six boxes for two dollars and a half.

DEATHS.

July 20, Clara M. Fitch, 50 years, 27 Grand avenue, Bright's disease.

July 20, Della B. Lamberson, 51 years, The Brown, old age.

July 12, girl, the wife of Harry L. Keats, Portland Heights.

July 11, boy, to the wife of August F. Schick, 443 East Ash.

July 11, boy, to the wife of Joseph Sagal, 670 Second.

Real Estate Transfers.

W. H. Bishop and wife to Alex. Muir, lot 11, block 5, Willamette Heights Addition, \$1,200.

William Klatsch and wife to Henry L. Kreider, lot 2, block 115, Woodstock.

Sheriff, for Jean Meyer et al. to Thomas H. Smith, block 16, Tolman Tract, \$1,500.

E. H. Murphy to W. H. Carnley, lot 1, Arleta Park, \$1,000.

L. A. Dickson to Lena E. Cannon, lot 1, block 13 to 25, block 9, lots 19 to 23, block 3, Montrose Addition, \$1,750.

E. and Lena E. Cannon to Northwest Electric Engineering Company, lot 7, Fruitvale, lots 1 to 4, block 6, Oakland, lots 4 and 5, block 20, East Portland, \$2,500.

Isaac Sweet and wife to M. Segal, north 25 feet of lot 7, block 112, Portland, \$1,000.

Scott-American Investment Company, Ltd., to F. D. Warner, lot 5, block 7, Williams Heights Addition, \$1,200.

E. S. Brubaker and wife to J. E. Lewton, north 100 feet of Mount Tabor, block 18, block 2, Mount Tabor Central Tract, \$1,500.

C. E. and M. E. to W. H. Carnley, lot 1, Arleta Park, \$1,000.

S. A. E. sections 17 and 18, T. 1 S., R. 2 E., \$250.

Shirley Dickson to Lena E. Cannon, lot 7, Fruitvale, lots 1 to 4, block 6, Oakland, lots 4 and 5, block 20, East Portland, \$2,500.

DAILY CITY STATISTICS.

Marriage Licenses.

William Keeley Ketchum, 32, Wasco County; Lena Caroline Wasmock, 22, Astoria.

D. O. Benson, 28; Leo Forsyth, 24.

D. O. Benson, 24; Sylvia Melvin, 18.

Bixton French Holt, 36; Anna Louise Titton, 34.

Sam Castello, 44; Agnes Muir, 43.

Building Permits.

Martin Gray, Thirty-second, between Taylor and Salmon, two-story dwelling, \$1200.

Cate & Powell, Holly, between East Sixteenth and Poplar, two-story dwelling, \$2700.

Cate & Powell, East Main, between East Fourteenth and East Fifteenth, two-story dwelling, \$1500.

O. Applegreen, Broadway and Williams avenue, two-story dwelling, \$1900.

P. W. Stewart, East Sixteenth and Belmont, repairs, \$300.

J. N. Dolph estate, Fifth and Jefferson, three-story building, \$12,000.

W. T. Emery, East Thirty-eighth and East Main, two-story dwelling, \$1300.

Mrs. Ada M. Church, Overton, between Twenty-third and Twenty-fourth, two-story dwelling, \$5000.

Deaths.

July 20, Clara M. Fitch, 50 years, 27 Grand avenue, Bright's disease.

July 20, Della B. Lamberson, 51 years, The Brown, old age.

July 12, girl, the wife of Harry L. Keats, Portland Heights.

July 11, boy, to the wife of August F. Schick, 443 East Ash.

July 11, boy, to the wife of Joseph Sagal, 670 Second.

Real Estate Transfers.

W. H. Bishop and wife to Alex. Muir, lot 11, block 5, Willamette Heights Addition, \$1,200.

William Klatsch and wife to Henry L. Kreider, lot 2, block 115, Woodstock.

Sheriff, for Jean Meyer et al. to Thomas H. Smith, block 16, Tolman Tract, \$1,500.

E. H. Murphy to W. H. Carnley, lot 1, Arleta Park, \$1,000.

L. A. Dickson to Lena E. Cannon, lot 1, block 13 to 25, block 9, lots 19 to 23, block 3, Montrose Addition, \$1,750.

E. and Lena E. Cannon to Northwest Electric Engineering Company, lot 7, Fruitvale, lots 1 to 4, block 6, Oakland, lots 4 and 5, block 20, East Portland, \$2,500.

Isaac Sweet and wife to M. Segal, north 25 feet of lot 7, block 112, Portland, \$1,000.

Scott-American Investment Company, Ltd., to F. D. Warner, lot 5, block 7, Williams Heights Addition, \$1,200.

E. S. Brubaker and wife to J. E. Lewton, north 100 feet of Mount Tabor, block 18, block 2, Mount Tabor Central Tract, \$1,500.

C. E. and M. E. to W. H. Carnley, lot 1, Arleta Park, \$1,000.

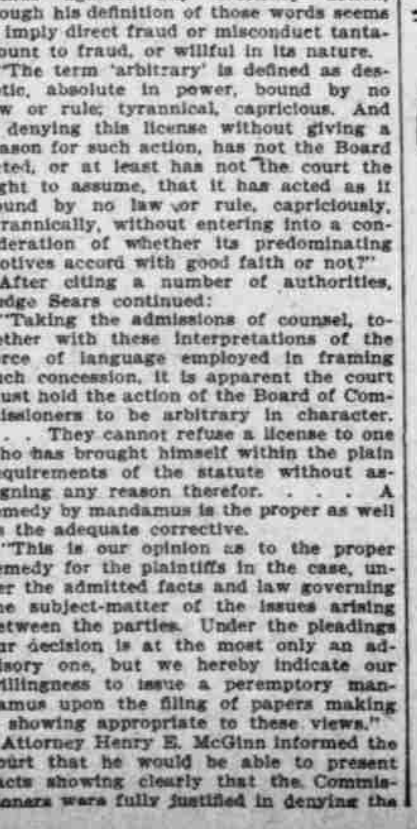
S. A. E. sections 17 and 18, T. 1 S., R. 2 E., \$250.

Shirley Dickson to Lena E. Cannon, lot 7, Fruitvale, lots 1 to 4, block 6, Oakland, lots 4 and 5, block 20, East Portland, \$2,500.

GHIRARDELLI'S GROUND CHOCOLATE

You will equip yourself for the stress of the intense modern life by drinking GHIRARDELLI'S GROUND CHOCOLATE. A pure and healthy food, A drink that never palls.

Reject imitations.



Schlitz Means
The best materials—the best that money can buy.
A brewery as clean as your kitchen; the utensils as clean.
The cooling done in filtered air, in a plate glass room.
The beer aged for months, until thoroughly fermented, so it will not cause biliousness.
The beer filtered, then sterilized in the bottle.
You're always welcome to the brewery for the owners are proud of it.
And the size of it proves that people know the worth of
Schlitz
The Beer That Made Milwaukee Famous