Portage Project Meets Obstacles.

RAILROADS WILL FIGHT

Government Must Be Induced to Grant Right of Way.

O. R. & N. IN THE OPPOSITION

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

There are two sources of delay to The -Celilo portage road project First-Opposition of the railroads. giving right of way on Government

Indications are that the O. R. & N. Co. will fight the project by refusing grent right of way over O. R. & N. land without condemnation suits,

War Department is uncertain whether it has the righ to grant any ion to the State Portage Road Commission without an act of Congrees. If prompt assurances are given that the state is ready to start work at once, Secretary Root will determine at once whether or not Congressions sunction 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, Washngton, D. C., July 22.-Unless the Oregon mission charged with the building of the state portage railroad around The Dalles-Celllo obstructions in the Columhis 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 everal months before their request is finally acted upon by the War Depart-

As the department now views it, there unusual necessity for immediate action on this request, and for two reaons no action has yet been taken on the application of the state through its ssion. The War Department, after onference with Major Langfitt, con that inasmuch as the special pard of Engineers had decided to abanon the Harts project and to substitute erefor a plan for a continuous canal would be unwise to grant to the state my privileges which might be found inter on to conflict with the purposes of the Government.

Delay Until September Certain. Inasmuch as the Government had much uble in acquiring the old boat railway portion at least of this land may be reon until it ascertained just how uch of this right of way will be needed for the canal. This cannot be known unil 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 lieved it may be a month or even two onths later. There is no objection, in moral sense at least, to allowing the state to use such of the Government lands will not be demanded for the prosed canal. It was merely a question of olding a conflict of interests between state and Government, and the preutionary measures adopted naturally sulted in deferring work on the state

Must Congress Grant Authority! The other consideration that induced department to take no immediate acon on the application of the state was uncertainty of the officials as to the ght of the Secretary to grant to the the privilege of using Government nds for its portage road. By some it is dintained that Congressional authority uld be necessary before the stat ild build on the Government right of ay. Others maintain that the Secretary n lease the lands to the state "for temrary purposes" for a period not exceedfive years. Here again enters the stion whether or not the portage road uld be properly classed as a temporary ork. If not, there is considerable doubt er the authority of the Secretary to enr into a lease without special authority

So far as the Engineers' Department is ve the state portage road built. Not ly would it be of assistance to them la the construction of the canal, but would afford immediate relief to the erce of the inland empire whose imnce they readily recognize, The only bt they have as to the propriety of wing the state to use the Government ds is on account of the possible conage road and the new ship canal. riage road and the new ship canal. shall be bound thereby, anything in the ey think, however, that if such a con-constitution or laws of any state to the contrary notwithstanding." ok the construction of its road, for the act lands needed for the canal will be

wn within a few months. Engineers Are Favorable.

The engineers are therefore favorable to immediately the request of the under a condition which will perof a change in the route of the portroad, if a conflict abould actually be vered. If the state is ready to prounder the act of the last Legislature d awaits only the right of way, there every reason to believe that a strong per for prompt action upon the pendg application would receive favorable nt from the Chief of Engineers would immediately go to Secretary ot for his action. Then if the Secrery finds that he has authority to grant right of way, either outright or as a would undoubtedly act favorbly. At any rate, semi-official assurance given that if the state makes it plain

to work and awaits only this authority | BIG CROWD AT GLADSTONE disposed of without unnecessary delay, and Secretary Root was 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 Rallway between The Dalles and Cellic. 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 the railroad interests affected by the railroad.

The proposed plan of Engineer Ham-mond, which has been approved by the State Commission, provides for crossing Government land and also of encroaching upon the right of way of the Oregon Rall-road & Navigation Company. These are two points where the rallroads can make trouble, and there is no doubt but that they will avail themselves of the oppor-

There has been no authoritative statement from O. R. & N. officials relative to their action on the Portage Road. Officials 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 generally understood, however, that the O.B. & N. provinces to resist the state. the O. R. & N. proposes to resist the at-tempt 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 de

clining to give any information relative to the boundaries of its rights of way to Engineer Hammond is indicative of the future action of the road. Moreover, reliroad men in position to know the situa-tion declare that the Harriman interests are determined to fight.

This will necessitate condemnation suits to secure the right of way for the state's 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 could probably succeed in delaying con-struction 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 something 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 Portage Road for pe mission to cross the Government property along the proposed right of way. Influence at Washington, exerted by the Harriman interests might be sufficient to delay con-

struction work for a time.

That the Portage Road is certain to meet railroad opposition has already been demonstrated. The effort to defeat the project by invoking the referendum illustrated the opposition of the railroads. It was regarded as an open secret at the ime that the railroads were back of this movement and that it was put forward for no other purpose than that of delaying

The Portage Road cannot be and in operation before the middle of the Coming Winter. This would be a great relief to the graingrowers of Eastern Ore-gon and Eastern Washington, and would affect this season's crop. Incidentally it would mean a reduction of railroad earna comparatively short time Naturally the roads will endeavor to impede progress as much as they can.

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 Rallroad 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 co pany is simply an action taken for the purpose of simplifying matters.

The contractors are still at 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 trouble in acquiring the old boat railway Vancouver and 30 miles of road running right of way, and it is probable that a out of the latter town into the timbered districts back of Vancouver. The road is partment decided to grant the state no pose of enabling the Weyerhaeuser Timber

Company to begin active 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 by the articles of incor-poration of the Washington Raliway & Navigation Company will be put into im-

mediate execution:
To build a line from Portland, crossing the river near Vancouver, 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 northeasterly 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 Van-couver, 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 govern ment, by W. C. Hewitt, page 79, the following language concerning the first ten amendments to the United States Consti-

should be carefully borne in mind that the amendments generally relate to the jurisdiction of the United States, and not to the jurisdiction of several states. So far as the amendments of the Constituthe various states might establish religion far as the Engineers' Department is and prohibit the free exercise thereof, erned, its officers are anxious to might quarter soldiers upon the people, might make unreasonable searches and seizures, and might require excessive ball and impose cruel and unusual punish-

ments."
The second chapter of Article VI of the Constitution reads as follows: "This Constitution, and the laws of the United States which shall be made in pursuance thereof, and all treatles made, or which shall be made, under the authority of the United States, shall be the supreme law of the land; and the judges in every state

Now I understand that an amendment stitution has as much force and effect as though it was a part of the

original document.

If one state could prohibit the free exercise of religion and inflict cruel and unusual punishments, all might exercise the same right and what would have been gained by putting such prohibition in the Constitution?

The eighth amendment says: "Excessive the eight amenument says. Accessive ball shall not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted."

This amendment was made the basis of an appeal to the United States Supreme

Court by the attorneys for the first man sentenced to be electrocuted in New York. sentenced to be electrocuted in New York. I cannot see how Mr. Hewitt can be right; but as he is a professor in the Oshkosh (Wis.) State Normal School, and the author of the book from which I quote, a text book on civil government of the United States for common schools, he is supposed to know whereof he speaks. The book is published by H. R. Pattengill of Lansing, Mich. The matter is respectfully

FIVE THOUSAND PEOPLE ATTEND CHAUTAUQUA SESSIONS.

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

GLADSTONE PARK, July 22-(Spe cial.)—Five thousand people attended the Chautauqua exercises today and enjoyed themselves. Mrs. Harriet Colburn Saun derson had as spectators for her splendie Greek tableaux and posturing tonight one of the largest crowds that has gath-ered this season under the roof of the big wigwam. Young ladies of the Chautauqua assembly represented the figures Mrs. Saunderson also gave several reci tations in a style that was enthusiastical ly applauded. Miss Edna Gates and Miss Helen Goss rendered vocal solos.

The principal attraction of the after in the wigwam was Rev. Dr. Rober J. Burdette's lecture on "Good Medicine More than 3000 people heard him, all the benches being occupied and hundreds of chairs were brought into the nisles. The lecture abounds in good stories and anec-dotes and greatly pleased the audience, as the speaker passed "from grave to gay, from lively to serene." He said there by private individuals would approximate-is plenty of sympathy for people in ly reach \$5,000,000. That amount represents thouses.

The Board was ordered to appear and trouble and he took no stock in the old the production of four months' mining.

East Sixth street. A physician was called to attend her. Tuesday night he had threatened to throw her trunk out of the house and drive her away, but was prevented by her mother. Last night when the girl came home the brother struck her a heavy blow in the face and would have followed it up had he not been prevented by his mother. A neighbor said the boy would probably have killed her but for her mother. Mrs. Parrick is a widow.

Constitutional. Mrs. Patrick is a widow.

CHANCE FOR ALASKA TRADE Portland Is Urged to Get Its Share of Business.

That a greater portion of the Alaska business should come to Portland and the Columbia River territory generally, in-stead of Puget Sound, was pointed out in a letter received yesterday by the secre-tary 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 14,806 tons of coal, 1,459,494 feet of lumber, exclusive of 1,000,000 feet brought down from Port Clarence; 662 head of livestock, 13,354 tons of general merchandise sent up here, and a passenger traffic of 8729 arrivals and departures. The exports of gold dust and bullion for that season ecording to the record of the Norther Commercial Company, was up to October 26, 34,232,118. They estimated that \$200,000 more would be sent out by the end of navigation. That which was taken out

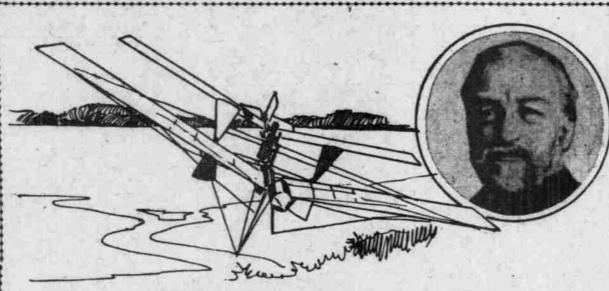
Constitutional.

COURT HANDS DOWN OPINION

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

The law providing for licensing sailor oarding-houses passed at the last session of the Legislature is constitutional.

Judge Sears handed down an opin this effect yesterday in the suit of Harry. White and Billy Smith against S. M. Mears, E. W. Wright and Herbert Holman, comprising the Board of Commis-sioners for licensing sailor boarding-



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. Maniey 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. With the professor are a number of scientists, who are awaiting an opportunity to make observations

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 gentiemen in the ultimate success of the airship.

Mr. Manley will be accorded the honor of handlink 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 towling 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 operated by compact and powerful engines, 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.

ought to be so that we might be happier. Let laughter be part of your religion. There are two days in the week in which I won't worry. They are pesterday and tomorrow. Make this your own rule. I want you to remember this. It is my worth the work the solutions of the work to conduct a sailor boarding-house. The decision was concurred in by J. Cleiand and George, and concerning the court sailor of the cou 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 medi-sine." Schiller's Lead for Pennant. Several thousand people saw the ball game in the afternoon between the Schiller and Chemawa teams. The Indians falled 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, 12 hits, 7 errors; Chemawa, 4 runs, 5 hits, 8 errors, Goins and Gaines were the battery for the victors and Lucas and Morris and Tebeau for the Chemawas. The Schillers now have a good lead in the Chautauqua pennant race, having

won three straight games.

Chaplain W. S. Gilbert delivered a ciever and interesting address before the Ministerial Association in the forenoon his subject being "Sixteen." He illustrated that that is the most impressionable age of youth. Rev. W. Plummer led the meeting.

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 Chautau-qua class will take place, though they may be somewhat curtailed owing to the omission of the address on "The Sim-ple Lite" by Rabbi Stephen S. Wise, who was suddenly called East. Presentation of diplomas to graduates of the Chautau-qua literary and scientific course will be nade by President W. P. Hawley of the ciation 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. At 2 P. M. readings, "Long Before I Knowed Who Santa Claus Wuz," and "A Tale of Airly Days," by Mrs. Harriet Colburn Saunderson; contraits solo, "The Sweetest Flower contraito solo, "The Sweetest Flower That Blows," Miss Ruth Hoyt; readings, "Cuddle Doon," and "Mayourneen," Mrs. Saunderson; song cycle, "In a Persian Garden," Mrs. Albert Sheldon, Mrs. Wal-ter Reed, J. N. Beicher and Dom Zan. Later in the afternoon there will be a baseball game between the Oregon City team and the Vancouver Maroons. The evening will be taken up with the enter-tainment of Kari Germaine, magician, who comes highly recommended. The Chautauqua Alumni Association will have a meeting on the platform of the wigwam immediately after the after-

Champ Clark's First Lecture The first lecture by Representative champ Clark, of Missouri, will be deliv-

champ Clark, of Missouri, will be delivered Friday afternoon on the subject:
"Picturesque Public Men." He will lecture again Saturday night on "The United States in the Twentieth Century."
Friday and Saturday with, Champ Clark; Germaine, the Magician; Rev. J. Whitcomb Brougher, of Tennessee, and the fireworks Saturday night promise to be the big days of the assembly.

An attempt was made to force an entrance into the saloon in the Heller building on Hawthorne avenue Tuesday night. A start was made toward chiseling out the pane of glass in the front door, but the pane of giass in the front door, but it is supposed that the burgiar 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 burgiar ranwas kept in the safe. The burglar ran-sacked the premises thoroughly.

supposed to know whereof be speaks. The book is published by H. R. Pattengill of Lansing, Mich. The matter is respectfully referred to The Oregonian.

ARCH. THOMPSON.

Last night at about 10 o'clock Amy Pattle was struck on the nose by her brother. The was struck on the nose by her brother. The control of the Windowski and the wind the barm.

poem, "Laugh and the world laughs with The output this season will be nearly you; weep and you weep alone." Mr. double that of last year, if all the ditch Burdette said: "It is worth nothing to companies can get their ditches completed worry; anybody can worry. The only in time to operate the latter part of this way to stop worrying is to stop. There is beason. The Winter mining was greatly not as much trouble in the world as there handicapped owing to lack of timber, and

port generally as to mining and other

business prospects, and goes on to say: "To secure a good portion of this trade, I should suggest that a substantial company be formed and incorporated under the title of the Oregon Commercial Company, embracing mercantile transportation and mining. Run each branch under separate hands and on business methods. The mercantile branch could take care of carrying general merchandise, coal, lumber, hay, feed, mining tools and implements, Mining operations should be prospected only on such ground as has been thoroughly prospected, to ascertain whether the placers contains gold in sufficient quantity to warrant the working, as a safe business venture. As regards transportation, to make it a success it is necessary to get a good boat—fast, and with good accommodations. The steamer Columbia would be a likely vessel, as she is the fastest, and would be able to carry more than her quota of passenger busi-ness. In the Fall she would catch the better element that might be tempted to make investments from your city. The steamer Oregon has the record trip, and as a result the agent here informs me that all her tonnage has been engaged ahead for the entire season. I would further suggest that it would be a good invest-ment to have the Chamber of Commerce send up a representative here, to look into the matter. I feel confident that he will find facts to bear out the truth of my statements. I hope in the near future that I will see some of the merchandise

stencilled Portland, Or., instead of Seattle. Wash. Commercial slate roofing, etc., was the subject of a letter to the Chamber of ommerce from John L. Riggs, Merlin, County. Mr. Riggs says: exhibited good samples of surface slate from here at the Industrial Exposition in Portland in 1892, and no doubt some these samples are in your city yet. sank a prospect pit ten feet deep, and that is all the prospecting done to de-velop these beds. My failure was owing to lack of financial assistance, not owing to any deficit of the grade of siate. I do not own a foot of siate land, and I have nothing to sell, but would 'ike Oregonians to take an interest in their undeveloped

An invitation was received to attend the lith seasion of the Trans-Mississippi Com-mercial Congress to be held at Seattle August 18-21. The president of the congress is John H. Kirby, of Texas, and the sec-retary is A. F. Francis, of Cripple Creek, An invitation has also been re ceived to attend the sessions of the sixth annual session of the American Mining Congress, to be held at Deadwood and Lead, S. D. September 7-12. J. H. Richards, of Boise, Idaho, is president of the congress, and Colonel John T. Grayson, of this city, is one of the members of the executive committee.

CAR JUMPS THE TRACK. Mounts the Sidewalk After Tearing

Leaving the track near Twenty-third and Fianders streets last night a Wash-ington-street car described a graceful curve of about 30 feet, and after tear-ing through a woodpile by the sidewalk, stopped with the front wheels well upon the walk.

There were but 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 almost straight away from home. Dr. Seilwood 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. passenger aboard. Conductor Wes

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 Commisioners acted within the law and were justified in refusing White Bros. and Smith a license

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 ute and the organic law must be obviously clear and unmistakable; that the existence of such conflict is not to be lightly as-sumed; that every presumption and intendment favors the validity of the statute in conformity with the theory of the om-niscience 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 ut-terances 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 with correct commercial and ethical con-

siderations. fused a license by the Commissioners, un less they could furnish an indorsement from me leading firms in Portland interested in deep-water snipping, principal of which are Balfour, Guthrie & Co., Kerr, Gluord & Co. and Theodore B. Wilcox of the Portland Flouring Mills. said to charter nearly all of the deepwater craft leaving this port. A recom-mendation 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 form 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 re-spectability, competency, and of the suitableness 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 ex-pressly 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 tanta-mount to fraud, or willful 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 con-sideration of whether its predominating motives accord with good faith or not?" After citing a number of authorities Judge Sears continued:

"Taking the admissions of counsel, to-gether with these interpretations 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 as-signing 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, un-der 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 man damus 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 Commis

license, and that the action of the Board was in conformity with the wishes of the shipping interests.

BERT STACEY OUT ON BAIL. Maintains His Innocence and Will

Appeal to Supreme Court. Bert Stacey, under sentence of two years in the penitentlary for robbing E. A. Copeland last December, was released on \$1500 bonds yesterday pending an ap-peal to the Supreme Court, which will be argued by his attorney, B. S. Pague. Stacey worked for years as a plano salesman for a San Francisco company. He positively asserts his innocence of the charge on which he was convicted, and his numerous friends believe his statement. Stacey is a married man,

No Case Against Railroad. Judge Beilinger in the damage case of Leroy S. Davidson against The Astoria & Columbia River Railroad Company yesterday granted a non-suit on the ground that the company under the allegations of the complaint was not liable for dam-

Davidson fell into a hole on Sixth street, Astoria, which was on the railroad com-pany's right of way. He sued for \$3500 damages.

Bail Fixed at \$1000 Each, The ball of Chick Houghton and Bob cas, who are charged with robbing A. Aplin on Sunday last, was fixed at \$1000 each in the State Circuit Court yesterday men are still in the county fail.

Estate of David Dagleish The inventory and appraisement of the estate of David Dalgleish, deceased, was filed in the County Court yesterday, showing property valued at \$16,275.

DAILY CITY STATISTICS.

Marriage Licenses. William Keeley Ketchum, 32; Wasco County; Arthur L. Dorn. 28; Leo Forsyth. 24. D. O. Benson, 24; Sylvia Melvin, 18. Byon French Holt, 36; Anna Louise Tit-on, 38. 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 Pourisenth and East Fifteenth, two-story dwelling, \$3100.

C. Applegren, Broadway and Williams ave-nue, two-story dwelling, \$1900. P. W. Stewart, East Sixteenth and Belmont, J. N. Dolph estate, Fifth and Jefferson, three-story building, \$12,000. W. T. Emery, East Thirty-eighth and East

Main, two-story dwelling, \$1500. 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

July 20, Della B. Lamberson, 81 years, The Brown, old age. Births.

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

July 11, boy, to the wife of August F.

Schick, 449 East Ash.

July 11, boy, to the wife of Joseph Sagal,

Real Estate Transfers

R. Bishop and wife to Alex Mult, lot 11, block 5, Willamette Heights Addition
William Klastsch and wife to Henry L.
Krender, lot 2, block 115, Woodstock.
Sheriff, for issae Meyer et al., to
Thomas H. Smith, block 16, Tolman 1.500

Thomas H. Smith, block 16, Toiman Tract

Edw. F. Murphy to W. H. Carniy, lot.

1. Arleta Park

I. L. and J. E. McCoy to Western

Land Irrigation Lumber & Fuel Company, lots 13 to 23, block 6, buts 10 to

15, block 3, Monticello Addition.

E. and Lena E. Cannon to Northwest

Electric Engineering Company, lot 7,

Fruitvale; lots 1 to 4, block 6, Oak
dale; lots 4 and 5, block 203, East

Fortland

Lanac Swett and wife to M. Segal, north

Gair: 1018 4 and 3, block 2015, East Portland
Isaac Swett and wife to M. Segal, north 25 feet of lot 7, block 112, Portland.
Scottlah-American Investment Company, Ltd., to F. D. Warner, lot 5, block 7, Williamette Heights Addition

E. S. Brubaker and wife to J. E. Lewton, north 100 feet of lot 2; lots 16, 17 and 18, block 2, Mount Tabor Central Tract
C. E. and M. Stewart to F. A. Knapp, 1 acre, sections 17 and 18, T. 1 S. R. 2 E.
Slias Dickson to Lena E. Cannon, lot 7, Fruitvale, lots 1 to 4, block 6, Oakdels, lots 4 and 5 block 6, Oakdels, lots 6 block 6

WHAT SHE ESCAPED

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

"My mother died of consumption five years ago," said Miss Johannah 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 tostry 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 lins, 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 it-self a specific for anaemia is Dr. Will-lams' 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 several cause of the wonderful cures in several cases of locomotor ataxia, partial paralysis, St. Vitus' dance, sciatica, neuralgia, rheumatism, nervous headache, after-effects of the grip, palpitation of the heart, pale and sallow complexions and all forms of weakness, either in maile or female. Dr. Williams' Pink Pills for Pale People are sold at all druggists, or will be sent direct from Dr. Williams Medicine Co., Schenectady, N. Y., postpaid, on receipt of price, fifty cents per box; six boxes for two dollars and a half.

Mabel and Thomas Kerr to Peter Kerr et al., tract 8, Abernethy Heights ... A. A. and L. J. Chapman to Cochran Bres., lots 19 and 20, block 194, Uni-versity Park A. A. and L. J. Chapman to Cochran Bros, lot 21, block 194, University Park

Park
Title Guarantee & Trust Company to
Frank T. Woodward, lots 6 and 7.
and south haif lots 8 and 9, block 15,
Hanson's Second Addition to East
Portland
C. Owens et al. to Hugh W. Owens, lot
12, block 2, West Portland
S. M. and V. P. Lancefield to Joseph
Berrer, lots 30 and 31, block 1, Stanley

Passengers From Europe.

NEW YORK, July 22.-Among the pas NEW YORK, July 2.—Among the pas-sengers who arrived today on the Oceanic, from Liverpool, were Blahop S. C. Brey-force, J. P. Morgan, Jr., W. K. Vander-bilt, Jr., and wife, and R. 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

ne of the automobiles.

Indictments at Jackson. JACKSON, Ky., July 22.-The grand jury, after indicting Gardner Plummer for attempted bribery, and Edward Tharpe and Joseph Crawford for burning



