MERGER IS ORDERED

Southern Pacific Lines Combine With O. R. & N.

QUESTION AS TO LEGALITY

Two Lines Are Competitors for Interstate Commerce, Therefore Affected by Merger Decision-Mr. Koehler May Remain.

An order from the headquarters of the Harriman system in Chicago, signed by Julius Kruttschnitt and approved by Mr. Harriman, which was received at the Southern Pacific office yesterday, confirms the announcement that the Southern Pacific lines in Oregon are to be consolidated with the O. R. & N. under E. E. Calvin as general manager. The dispatch does not give any further details regarding the disposition of the officials that have been promoted. It is simply a confirmation of the general changes. It states, though, that all the officials of the Southern Pacific lines in Oregon, including the various agents, will report to Mr. Calvin as general manager of both the Harriman in Oregon.

Mr. Calvin the management of both roads and consolidating certain offices of the two lines is regarded locally as a merger of the lines pure and simple. It is believed that the Southern Pacific as far as Ashland is to be operated as the southern branch of the O. R. & N. This merger, it is thought, will result in a change of rates between Portland and San Francisco-in all probability an advance on both the rail and water lines, as these lines, instead of being nominally competing lines, will, under the new regime, be under the same management and

May Come Under Merger Decision.

In view of this the question has been raised and is provoking considerable dis cussion as to whether or not this mergyr is a violation of the decision in the North-ern Securities case. Just at this stage no one is willing to discuss the subject freely for publication, but from various sources it is gathered that in case the combination of the roads results in an advance of tariffs to such an extent as to be objectionable to shippers, the matter may be brought up for more thorough in-

The probable effect of the consolidation of the two lines is, of course, receiving much attention at the hands of those who are interested in rallroads. That the con-solidation will have its effect upon rates there is little doubt. It is pointed out that in the past the boat line operated between Portland and San Francisco by the O. R. & N. has always been a competitor with the Southern Pacific and until about two years ago there were frequent "rate scraps" between them. These wars, of course, resulted in better rates generally for the shippers doing ss between here and San Francisc About two years ago there was a general advance on both lines, and affairs have been run upon that basis, but notwith standing this the lines have been competitors, and, as such, have been beneficial to trade. It is argued that after the consolidation of the O. R. & N. and the Southern Pacific lines in Oregon, the boat and rail lines will cease to be competitors, both being operated under the same man-agement and under the direction of the same man. It is feared by shippers that under this combination rates may be advanced and both lines will be forced to observe such tariffs as may be fixed for them. If such proves to be the case, the shippers will have no other recourse but to pay the price. Naturally shippers are interested and are watching anxiously for the results of the combination.

*Will Compete No Longer. While the hoat line and the Southern

Pacific have had an agreement upon rates for two years past, they have been operated under separate managements and have to all intents and purposes been com-peting lines. They have had separate so-licitors for business, and the competition thus established has been a stimulus to trade, it is said. But when the consolidation takes place at the first of the month, it is feared that all this will be done away with. With one management for both lines, it is feared that business may be directed by either line at will by the be directed by either line at will by the management, and the shipper will have to acceed to the will of the management. It is upon this that the question of the legality of the combina-tion has been raised. It is argued that, the two lines being under one manage-ment, it will be easy for this managecontrol and divide traffic and fix those of the shipper. As both lines deal in interstate commerce, such a combinan, it is argued, would amount to a These matters are some that Mr. Krutt-

schnitt and Mr. Stubbs are expected to take action upon when they arrive here. Consequently their arrival is being anxfourly awaited.

Mr. Koehler May Remain.

President Mohler, of the O. R. & N., left last night for La Grande to meet General Manager Calvin and accompany him to this city. Mr. Calvin will assume

his new duties on April 1.

It is generally believed that Mr. Koehler will retain his position with the Southern Pacific, acting as assistant manager of the line to Ashland, and reporting to Mr. Calvin. Mr. Calvin, it is expected, will make some changes in the departments under him after his arrival, but the nature of these changes cannot be forecasted at

Ex-President Perkins Here.

Ex-President C. E. Perkins, of the Burlington, arrived in this city last night over the Southern Pacific from California. He was met here by C. M. Levy, assistant to President Elliott, of the Northern Pacific, and Judge C. S. Grosscup, general counsel for the Northern Pacific at Tacoma. The conference among them was not in relation to busing them was not in relation to busi ness, but simply a social meeting. Mr. Levey worked under Mr. Perkins for years. The party left yesterday morning for the North. Mr. Perkins, who is one of the heaviest owners in the Burlington, has large interests on the Pacific Coast and his visit here was for the purpose of looking after these.

Mohler's Appointment Announced. SAN FRANCISCO, March 26,-The appointment of President A. L. Mohler, of the Oregon Railroad & Navigation Company, to succed H. G. Burt as president of the Union Pacific Railroad, with the title of vice-president, was today aned in the office of the Union Par in this city. Mr. Mohler will make his headquarters in Omaha and will prob-ably assume his new duties about April 1. Before their departure for the East, Di-rectors Stubb and Kruttschnitt will pay to Portland to consult with Presi-

Montana Officials Are Changed.

Superior & Mesaba division, will be transferred to the Montana division, to succeed J. H. O'Neil. The changes are effective

Calvin Starts for Portland. SALT LAKE, March 29.—E. E. Calvin, assistant general manager of the Oregon Short Line, whose appointment as successor to A. L. Mohler as operating head of the O. R. & N. lines and Southern Pacific in Oregon was announced today, left for Portland today. It is expected he will enter upon his new duties April 1.

EXHIBIT BY PRESS ARTISTS. Pictures Will Be On Display at Hotel Portland, April 4.

For a second time the parlors of the Portland will be thrown open upon a display of pictures by the Newspaper Artists' League, the members of which are the leading men and women em-ployed upon the local newspapers and

ployed upon the local newspapers and magazines. The preparations for this artistic and social event have been under way for menths past.

Last year's salon occasioned much favorable comment, far expeeding the expectations of the most sanguine of our patrons, and it will doubtless be the source of much satisfaction to the many who have so generously contributed to the success of these exhibitions, of making comparisons as to the progress of each individual artist, resulting from the stimulation of such substantial assistance. ubstantial assistance.

Many homes contain some souvenir of last year's display, and the artists look forward to many more containing some memento of the event, much time and money being expended in endeav oring to secure the appreciation and support of the public generally for such a praiseworthy and creditable un-It may be truly said each artist has

progressed during the year past, and will display in the forthcoming exhi-bition his or her originality and elev-erness in the particular field their inclination may have taken them.
F. A. Routledge is easily the fore-most marine artist of the Pacific North-west, his stunning and effective ma-

rines being greatly admired.
Lute Pease has undoubtedly made greater progress during the year past than any other local artist, his work being stronger and more effective, with

boldness which could only be at-ained by an increasing confidence. Harry Murphy has returned to the scene of his earlier labors. His work has become widely and favorably known, marked ability being displayed in all his characteristic work. Chap Chapln will delight many ad-

ilrers with her strikingly clever ideal ends, artistic and decorative, a Lillian Lewis, a newcomer, whose work will be shown for the first time in these exhibits, is a versatile artist. Her sketches will attract much atten-

Rita Bell has a number of sketches one in a style particularly pleasing ad suggestive of much originality. Collista Murray has entertained magzine readers with her interesting Ilustrations. The original drawings and aintings she displays are truly artis-

Rea Irwin has outclassed all his prolous efforts, his work being not only rtistic, but shows large power of con-eption and marked ability to work up

bjects in a masterly way. Murray wade will display not only sketches in black and white, but some of his more ambitious efforts in oils. The work shown by him covers a wide range and demonstrates his ability to andle his subject, both in technique

John Seed, Jr., displays comics and aricatures which are both interesting nd demonstrate much ability. Milton Werschkul is a young man of much promise. His work is original in style and shows much preparation and

carefulness of detail.

The exhibition opens Monday evening at 8 o'clock, April 4, and continues the following afternoon and evening. The artists extend a cordial invitation their many frience.

"Indians, Insane, Women."

DORTLAND March 28 - (To the Editor.) Since somebody in your office took the liberty to substitute for the above caption to my little article in Monday's issue of your widely read newspaper a caption of his own, which placed me, estensibly, among the "antis" and does me and my friends a grave injustice, I must ask you

to print this protest and explanation.

My letter, which was intended as sar-casm, pure and unadulterated, was taken seriously by scores of my friends and Mrs. Duniway's, as was only natural, from its enrance under its printed label. appearance under its printed label.

Like the artist who found it necessary
to label his pictures with "this is a man"

or "this is a horse," I must ask you to allow me to say, seriously, that I am an equal suffragist; that I protest with all my might against the political rating that classes the mothers of the race in the company of "idiots, insune persons, criminals, Chinamen not native-born, and In dians not taxed:" that Wyoming is not "desolate," although her women have been voting for 35 years; that homes are not "disrupted" in Colorado, where women vote, and there are many more happy homes in Idaho than existed in that state efore the women were enfranchised. The husbands in those states have not, in reality, "massed themselves in Alaska"

to fight against equal rights for the mothers of men; but, on the contrary, all the leading citizens of these states are defending our noble cause against the riff-raff of the saloons and dives in disfranchised states (and their own) which alone have any cause to dread the en-

a careful reading, as such a capital satire on the methods of the "antis" that I sought to hold it up before the public in a little more light, that our opponents night see clearly the political company in which this glorious free government holds its wives and mothers in every state in this Union, except the fortunate four, where the women have been raised by the votes of honorable men above the company of "fdiots, insane persons" and

Belleving you will do me and my friends the justice to publish this as it is written, head-line and all, I am, yours for a po-litical rating with honorable men, litical rating with h MRS. CHARLTON EDHOLM.

Theatrical Man's Tongue Removed. NEW YORK, March 29.-After two weeks of preparation a surgical operation for the removal of the tongue has been successfully performed upon Thomas Ma-guire, a well-known theatrical treasurer, formerly of San Francisco, but who has been attached to New York playhouses been attached to New York playhouses for several years. Maguire was a victim of cancer at the roots of his tongue, caused by excessive smoking. A few years ago the doctors informed him that his only chance for life lay in the entire removal of the tongue. He cheerfully submitted, and said in bidding farewell to his friends who gathered around the operating table, that he should soon learn to talk with his fingers. The surgeons now believe he will rapidly recover his health.

State Gives 1812 Veteran a Pension. ALBANY, N. Y., March 28.—Both houses of the Legislature have passed a bill authorizing the payment by the State of New York of a pension of \$72 ST. PAUL, March 28.—A. E. Long, superintendent of the Kallspell division of the Great Northern Railway, has resigned and will be succeeded by J. H. O'Nell, at present superintendent of the Montana division, with headquarters at Havre, C. A. Jonka, assistant superintendent of the

health.

LIGHT ALASKAN WATERS

NEW STATION AT TREE POINT WILL SOON BE ESTABLISHED.

New Aid to Navigation at Entrance to Revillagigedo Channel, Near Cape Fox.

Within a few years Alaskun waters, in which navigation has always been hazar-dous, will be as well lighted as any other portion of the Pacific Coast. Government engineers connected with the lighthous service have for several years past best adustriously engaged in building ne-ight stations, and more are in progress struction or are contemplated ext lighthouse to be illuminated will be that at Tree Point, in the extreme south-custern corner of Alaska. The structure is now being completed and the light will be established on or about April 20.

The lighthouse is on the westerly ex-tremity of Tree Point, on the eastern side of the southern entrance to Revillagizedo Channel and is about four miles northwest of Cape Fox. The building consists of an octagonal one-story, fog-signal structure with a pyramidal roof surmounted by an with a pyramidal roof surmounted by an octagonal tower supporting the lantern. The light will be a fixed white light of the third order, and will illuminate 216 degrees of the horizon. The focal plane of the light will be 89½ feet above the water and 55½ feet above the base of the tower, and the light will be visible 15 miles in clear weather. The approximate geographic position of the light, as taken from the coast survey chart of that section, is 54.28.13 north latitude and 130.55.46 west longitude, and the bearings are as follows: Dundas Island, left tangent, SE by E. 13½ miles; Zayas Island, right tangent, S. ½ W., 13½ miles; Barren Island, SW. 5-16 wiles; Caye Northumberiand, Duke W., 15 miles; Caye Northumberiand, Duke

, 15 miles; Caje Northumberand, Duke and, WSW 9-16 W., 15½ miles. In the same date there will be estab-bed in the structure a Daboil trumpet, perated by compressed air, to sound dur-ng thick or foggy weather, blasts of hree seconds' duration, separated by slent intervals of 27 seconds. When the new light is put in operation, the tem-torary fixed white lens-lantern light now here will be discontinued,

WRECKS ON BRITISH COAST.

Over Four Thousand Shipping Casualties in Winter of 1901-2.

The wreck chart of the British Isles for 1-2 has just been published. It is thicky spotted with wrecks around the f Devon and Cornwall. The total num-er of shipping casualties on the shores f Great Britain and Ireland during the rear was 4124, an increase of 116 over the previous year. The number of lives out as a result of these casualties totaled 627, an increase of 265 over the year 1900-1901. The localities of these casualties, 6; west coast of England and Scotland and east coast of Ireland, 266; north coast

of Scotland, 181; east coast of Scotland, 125; other parts, 214—total, 2551, or 69 more than that of the previous year.

During the last 49 years as many as 3,271 persons perished from shipwreck on or mear the coasts of the United Kingdom.

During the same period the number of ring the same period the number ives suved by the Royal National Life ont Institution totaled 33,900, the thus exceeding the number who perished by 2829. The figures show how necessary a national harbor of refuge on the torth coast of Devon and Cornwall, shelter to which ships might run when in distress on that awful lee shore—a long range of forbidding cliffs without a single stuary into which a big ship c

Arago and Chehalis Are Like. ASTORIA, Or., March 28 .- (Special.)-It now thought that the captain of the booner Mable Gale was mistaken who schooler Mable Gale was mistaken when he reported having sighted the bargentine Chehalis off the mouth of the Columbia hast Wednesday evening. The barkentine Arago, also one of Simpson's vessels, and almost an exact counterpart of the Che-halis, arrived at Willapa harbor March 5. This would indicate that she was off the Columbia on Wednesday evening said the Columbia on Wednesday evening and she was probably the vessel sighted by the

Mable Gale.

The Chehalis is now only 24 days out from Honolulu for Knappton, and is con-sidered hardly due, as at this s-uson of the year the winds in her course are not usually favorable for making fast pasнадеж.

New Deck Crew on Dredge. A new deck crew has been signed on he har dredge Chinook to take the places f 24 men who were discharged by Captain Dunbar. These men lost their place by refusing to perform some work to which the captain assigned them. The job was the loading of some machinery which the officers were particularly anxious to have aboard. On the refusal of the men to attend to this work they discharged and the muchinery was men to attend the muchinery aboard by the officers, assisted by a few sallors. The action of Captain Dunbar in

ment of Major Langfitt, and no time wa Lumber Schooners Loaded.

ost in securing others for the

The schooner Virginia, with 670,000 feet of lumber for San Francisco, left down the river yesterday afterneon in tow of the Harvest Queen. At Clifton the towtoot will also take on the bark Harry Morse. The schooners Alice McDonald and Zampa will complete their cargoes at Inman, Poulsen & Co.'s mill today, and it and Zan is planned to take them down the rive The schooner Jackson, next of the coasting fleet to get away, will finish loading early in the coming week.

The British ship Cromartyshire, which is going to South Africa, has almost finished loading her lumber cargo.

New Hamburg-American Steamers. The Hamburg-American Packet Steam ship Company has ordered two new steamers to be constructed by the Reigerstieg Shipbuilding Yards of Hamburg. One of these vessels is intended for trips to the West Indies, and is to be 250 feet by and 43 feet wide, with a capacity of 5000 tons. The other is to make trips to the west coast of America, and is to be 410 feet in length, 45 feet in width, and or Both steamers will 7000 tons capacity. Both ster carry freight and passengers.

La Fontaine is Uninjured. ASTORIA, Or., March 29.—(Special.)— Captain Andrew Hoben, Lloyd's surveyor, was down from Portland today and made a survey of the French bark La Fontaine, which was recently aground on the mid-dle sands. He found that the vessel was uninjured and is in a perfectly seaworthy conditon. The 400 tons of cargo that was lightered from the vessel is being reloaded and the work will probably be completed tomorrow.

Crew Refused Duty. PORT TOWNSEND, Wash., March 29. British ship Linlithgowshire, which sailed from Fraser River yesterday, put into this port this morning, her crew refusing duty on discovering that the majority were green hands.

Marine Notes. The rate of reinsurance on the Lamorna has been advanced to 60 per cent.

The steamer Aurelia will leave for San Francisco with a lumber cargo this after-

west.

The British bark Thielle shifted from Montgomery dock No. 2 to Greenwich No.

Montgomery dock No. 2 to Greenwich No.

Murine Eye Strong. Druggists and opticians, or Murine Eye Rismedy Co., Chicago.

and the French bark La Bruyere from

The British naval estimates for this year amount to \$184,55,000, an increase over the previous year of \$12,190,000. The outlay for the French navy will be \$50,400,000.

The American Syren and Shipping, a

New York maritime publication, is in the hands of a receiver. During its short life it has occasioned large losses to its stock-Preparations are being made to send th

Regulator steamer Dalles City out on her first trip Saturday. If she cannot be got ready in time she will go on her first Inspectors Edwards and Puller yesterday inspected the steamer Hustier, and today will inspect the steamers Kehani and Glenola. They will probably go to Astoria the latter part of the week.

The work of completing the drydock is being pushed with all possible speed. The basin will be ready for its final dredging in a day or two, and the pontoons will be

Foreign and Domestic Ports.

ASTORIA, March 28.—Condition of the bar at P. M., moderate; wind east; weather cloudy, Hull, March 26.—Sailed—German bark Nomia, for Portland,

San Francisco, March 29.-Salled-Barkentt San Francisco, March 28.—Salled—Barkentine Nawsboy, for Columbia River. Bailed at 4 P. M.—Steamer Despatch, for Portiand. Arrived—Schooner Laura Madsen, from Astoria. Swansea, March 26.—Salled—British bark Dumfriessbire, for Portiand. London, March 29.—Arrived—Minneapolia, from New York.

Brisbane, March 29.—Arrived proviously, Min. Brisbane, March 29.—Arrived proviously, Min.

Brisbane, March 29 .- Arrived previously-Mio wern, from Vancouver, via He wers, from Vancouver, via Honolulu, for Syd-ney, N. S. W.

Seattle, March 29.—Arrived—Steamer Senator, from San Francisco; British ship Clan McKen-zle, from Port Townsend. Salled—Steamer Montara, for San Francisco; steamer Farallon, for Skagway; steamer Umatilla, for San Fran-cisco. Arrived—Steamer Jeanie, from San Francisco.

ward Sawell, from Philadelphia; steamer Ala-meda, from Honolulu; steamer Laura Madsen, from Astoria; ateamer Alaskan, from New York; schooner Julian Russ, from Santa Bo-nalla, Mexico. Salled—Steamer Dispatch, from Port Oricon. Orford; steamer Rainier, from Senttle; entine Newsboy, from Portland; schoon evadan, from Honolulu; United States steam thip Dix. Manila.

York, March 29 .- Arrived-Palatia from March 29.—Salied—Steamship Tot-

BURTON IS NOT SENTENCED.

Senator is Busy Preparing a Bill of Exceptions.

ST. LOUIS, March 29 .- Sentence was not passed today upon Senator Burton, of Kansas, who yesterday was found guilty in the United States District Court of having Illegally accepted pay ment from the Rialto Grain & Securi ties Company, of St. Louis, for the use of his influence in behalf of this company's Interests.

Counsel for Senator Burton today

filed a motion in arrest of judgment, and there is now also before the court a motion for a new trial, filed immedi-ately after the verdict was rendered. Judge Adams will first have to dispoof these motions before sentence can The defense is busily at work pre-

paring a bill of exceptions and making a complete record of the evidence in-troduced. It may take two or three days before this is completed, and the oill of exceptions ready for filing on which to base an appeal to the United States Court of Appeals, which is the court of highest jurisdiction in this

If sentence is finally passed upon Senator Burton and his case is ap-pealed he will be released on bond, pending the rehearing of the case by the Court of Appeals, at St. Paul, May L.

NO PLOT AGAINST ROOSEVELT Alarming Letter Written for Purpose of Having a Man Deported.

NEW YORK, March 29.- The story of an alleged plot to assassinate President Roosevelt, which upon investigation proved to be entirely without foundation. was made public today by Police Comnissioner McAdoo.

Several days ago the Commissioner re ceived a letter from a man in Italy, saying that an Italian was about to come to this country for the express purpose of assassinating the President. The writer gave a detailed description of the alleged anarchist, the steamer on which he would sail and full details of the alleged plot. When the steamer docked, an inspector was on hand with a large squad of detectives, and the suspect was found and detained. Investigation, however, showed that the case was purely one of spite on the part of the man who wrote the letter. It was found that the detained man was not an anarchist and that he had a perfect right to enter this country He was allowed to land.

The object of the letter, it was found.

was to have the man deported. BITTER TOWARD BRYAN.

Lawyer for Mrs. Bennett in Will Case Becomes Sarcastic.

NEW HAVEN, Conn., March 29,-Phil-S. Bennett's will was admitted as a competent document for probating by Judge Edwin B. Gager, of the Superior Court, as the result of the first day's hearing in the appeal of William J. Bryan from the decision of the Probate Court, which disallowed the "scaled letter" found with the will giving Mr. Bryan \$5,000. The chief contention, the admissibility of the "sealed letter" as evidence, was being argued by counsel at the time the court

adjourned for the day.
Ex-Judge Stoddard, who appears as senior counsel for Mrs. Bennett and the other heirs, fought every inch of the ground over which the appellants moved in their efforts to introduce evidence, and at times he directed bitter invectives and sarcasm against the opposing side.

SAVES FIVE MEN FROM GALLOWS Little Girl Says She Was Instructed How to Testify.

CHICAGO, March 28.—A child's testi-mony reversed saved five men today from the gallows. Today's instance of youth-ful unrealisability under oath was in the case of William McCarry and four Pollsh young men on triat for murder, the wit-ness being a little girl. Appollina Starista, who first gave direct straightforward who first gave direct, straightforward who first gave direct, straightforward, eye-witness testimony, apparently establishing beyond question the guilt of the men, and then repudiated her sworn evidence. In explanation of the remarkable change of front, the child declared that she had been instructed how to testify by the widow of the murdered man. Charges against the prisoners were withdrawn by the state's attorney, the five men walking out of the dock free by oren walking out of the dock free by or der of the court

Plague Mortality Rate is Appalling BOMBAY, March 19.-The latest avail plague returns for the able bubonic plague returns for the whole of India for the weeking ending Margo 19 show the appailing mortality of 40,327, an increase of 7000 over those of the preceding week. In the Punjab and the northwest provinces each there is a death roll of 10,000 weekly; in the Bombay presidency the deaths number 5500 and in Benzal 5000.

DO YOU WEAR GLASSES!

STATE AID NEEDED TORTURING

Only Way to Get Good Roads to Coast Counties.

CUT OFF BY COAST RANGE

That Section Needs to Be Reannexed to Oregon by Solid Highways--Counties Cannot Do It--Mail-Carriers Risk Lives.

Oregon's coast counties are cut off from the rest of the state by the Coast Range of mountains as completely as by Chinese wall. They have a fringe towns on the coast, but these ship their products to, and buy their supplies, main ly from San Francisco. They send mem-bers to the Legislature and furnish their quota of office-seekers to the state; their mail is carried to them across the Coast Range when the roads are passable, which is often not the case in Winter. Otherwise these counties have nothing in common with the rest of the state.

These counties need to be reannexed to the State of Oregon. They have the same products and the same wants as the country between the Cascade and Coast Ranges. Their products should be shipped to, and their supplies bought in the same markets as those of the Willamett Valley. They have been annexed, in a business serse, to California, but that is because there are no solld, permanent roads binding them to the rest of the state. It is a common explanation of their isolation from the rest of Oregon that the roads are bad because they do business with California, and because there is little communication between them and the counties directly east of them. This is a confusion of cause and effect; the lack of passable roads is the cause, not the effect. If the Coast coun-ties were united to the Willamette Valley by roads which could be traveled in reasonable comfort in Winter as well as in Summer, business relations between the two sections would grow up, the now unsettled country along these roads would become settled and in course of time railroads would draw the tles closer,

Where Present Roads Are.

There are five roads across the Coast Range between the Willamette Valley and the Coast counties: From North Yamhill to Tillamook; from McMinnville, by way of Grand Ronde to Tillamook; from Roseburg to Marshfield; from Rose-burg to Myrtle Point; from Dothian to Gold Beach. All of these pass through the Coast Range, often at an altitude of 2000 feet, and in cold weather are often blocked with wet snow, while in warm weather the black soil is soon converted by the moisture into a seemingly bottom-less morass. The roads in the Coast counties themselves are generally good, at least will average as well as those of the Willamette Valley counties, but the roads leading to those counties from the adjoining counties on the east are often impassable at this time of the year. The summit of the Coast Range is year. The summit of the Coast Range is generally the county boundary and on both slopes of this range the roads are bad, but the Coast counties give them more care than the adjoining Valley counties, for the former depend on these roads for their mail service, while the latter have little, if any selfish interest in

Troubles of Mailcarriers.

On the road from North Yamhill to Tillamook there has been nothing worse this Winter than a snow blockade for a few days, though, of course, the mud is always deep in warm weather, and the road is saily neglected east of the range. The road from McMinaville to Tillamook The road from McMinaville to Thiamoos by way of Grand Ronde is deep in mud and was blocked by a landsilde at one time this Winter. The stagedriver on the road from Roseburg to Marshfield went over the grade into the Coquille River with his whole outfit one day and lost everything except the mail, which was in the water an hour before he recovered it says that it is impossible to get the packhorse, in Winter, and that he is tak ing fearful risks every day in carrying the mail. The mailcarrier from Rosebur to Myrtle Point, who can only travwith a packhorse, went through a bridge one day and got his mail wet. He only saved himself by calling for help. There has also been difficulty in getting mail over the route from Grant's Pass to Crescent City.

State Aid is Necessary.

The only hope of permanent remedy for this state of affairs is aid from the state. Countles cast of the Coast Range have little, if any, interest in the construction of good roads through the sections where the roads are now bad, for they have no business worth mentioning in the sections to be traversed and there is little taxable property in those sections to contribute to the cost. The only interest the Coast counties have in the matter is the necessity of keeping open a way to get the mails. But if the state were to contribute a large share of the cost, solid rock highways might be constructed. This would be followed by the development of trade be-tween the Willamette Valley and the Coast, the development of the almost un settled country in the Coast Range and the gradual development of taxable vanance of the roads, once they were built. In the course of a few years, the taxes the state would derive from the sections thus newly developed would begin to recoup it for the original outlay.

The construction of state roads through the Coast Range is heartly supported by John E. Magers, one of the active members of the Oregon Good Roads Association and formerly its secretary. When asked his opinion on the subject, he said:

"I think it is the business of the state to seek in building good roads exery. to assist in building good roads every-where within its borders. It would be the best work of the state. Nothing would develop it as fast and bring to the rural communities all the advantages of city life. If Gregon is to hold its immigration and develop as it ought, it must improve its roads. The Coast counties should have good roads in order to have a fair abarof the improvement which comes to other counties. The great need is a state road from the north to the southern part of the state. That should be built first and then by-roads should be made, leading into it as feeders from the east and west. State roads through the Coast Range would develop trade between the Coast and Valley counties and the state at large should help in building them, as in other parts of its territory. I employing convict labor on th employing convict labor on the roads is used in the South to good purpose.

Adopt New Jersey Law.

"The best road law is that of New Jersey, which has been adopted by New York and other states, and works well. It provides that any community which wishes to build a road may petition the state for ald. The state then sends its road overseer to examine the scheme and, if he reports favorably, the state gives one-third of the cost, the county one-third and the citizens of the community one-third under this law New Jersey has built 300 miles of good macadam roads in the last six years. Before we can do anything in this state we must adopt some such law, although some good work has been done in individual counties like Multnomah, Yambill, Washington, Marion and other counties. But there has been no systematic effort. The most im-

Adopt New Jersey Law.

Skin, Scalp and Blood Humours

Infancy to Age

From Pimples to Scrofula, from

Speedily Cured by Cuticura when All Else Fails.

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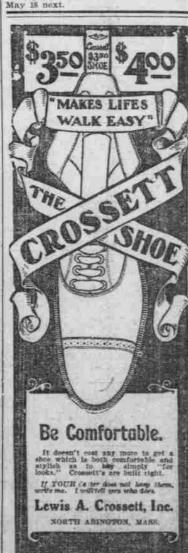
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portant thing is to adopt a good system and then get to work under it."

A recent interview in 'The Oregonian with F. E. Whitney, chief cierk of the Railway Mail Service, on the difficulties Railway Mail Service, on the difficulties of getting mail into the Coast counties has afoused the ire of the Marshfield Mail, which defends the character of Coos County reads. Mr. Whitney is attacked unjustly. He said that the roads leading to the Coast counties were had, but that the roads neturally in those counties are as good as in any other counties in Western Oregon.

Coal Is Dearer in New York. NEW YORK, March 25.-Prices for coa here during the year beginning April I have been fixed at a meeting of the Re-tail Dealers' Association on a basis prac-tically 10 cents higher than for the current 12 nonths. After the first of the current 12 nonths. After the first of the coming month, when a 50-cent reduction by the coal roads goes into effect, the dealers who buy 230-pound tons will sell 2009 pounds for \$5.85, compared with \$5.75 for the same period last year. On June 1, 10 cents will be added to the price, and on Santoncher 11 well town to \$5.55. with the design of the state of the price, and on September 1 it will jump to \$6.5-last Winter's rate. Increased rent, higher wages and taxes are the causes to which the dealers attribute the necessity of the advance over the older rate.

Leave of Absence for Postmasters. WASHINGTON, March 28.-Acting Postclass postoffices who want to attend the onvention of the National Association of Postmasters of the second and third-class postoffices, to be held in St. Louis



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