

SEEK LOWER RATES

Jobbers Confer With Railroad Representatives.

NO DECISION IS REACHED

Arguments Are Reduced to Writing, and Will Be Submitted to Heads of Transcontinental Lines in the East.

The old effort on the part of the Northwest jobbers to secure lower distributive rates from the Coast to the interior has broken out again and is now being considered by the heads of the transcontinental lines running into the Northwest territory.

On Saturday last a meeting was held in the office of R. B. Miller, general freight agent of the O. R. & N., for the discussion of this question. At the meeting were Mr. Miller, as host and representative of the O. R. & N.; J. C. Eden, assistant manager of the Northern Pacific, from Seattle; W. E. Coman, general freight and passenger agent of the Southern Pacific; Samuel Fulton, general freight agent of the Northern Pacific of Portland, representing the transcontinental roads running into the Northwest. As the representatives of the jobbers' association, James S. Goldsmith, of Seattle; Frederick Motter, of Tacoma, and L. A. Lewis, W. H. Beharrell and W. A. Mears, all of Portland, attended the conference.

After the meeting those who had been present declined to discuss what had been done, saying it was not at that time proper to make any statement. The questions had been discussed with other members of the executive committee of the association.

Yesterday, however, W. A. Mears announced that the meeting had been attended by representatives of the executive committee of the North Pacific Jobbers' Association, James S. Goldsmith, of Seattle; Frederick Motter, of Tacoma, and L. A. Lewis, W. H. Beharrell and W. A. Mears, all of Portland, attended the conference.

At the meeting the question was discussed at length and the arguments of the shippers fully set forth. It was then requested by the traffic men that the arguments of the jobbers be reduced to writing and submitted to them in full. The matter would then be placed in the hands of the executive committee of the association, and after hearing from them another meeting would be held at which some arrangement would be made. The meeting was held at the headquarters of the businessmen of the Northwest.

HARRIMAN MAY GET ROAD.

Option on Chicago Great Western Is Said to Have Been Secured.

ST. PAUL, Oct. 25.—The Dispatch today says that the Union Pacific has secured an option on the Chicago-Great Western property. No details are given, nor is a confirmation obtainable here.

Mr. Thorne on Tour of Oregon Lines.

E. E. Calvin, general manager of the O. R. & N. and Southern Pacific lines in Oregon, left yesterday accompanied by W. V. S. Thorne, of New York, director of purchases for the Harriman lines, for a tour of inspection of the Oregon Pacific lines as far as Dunsmuir. The trip will take a couple of days, as stops will be made at the principal points along the line, especially at those where improvements are either being made or contemplated. Mr. Thorne will continue his trip to San Francisco after being left by Mr. Calvin, and will return to his home in New York over the southern lines of the Harriman interests.

Officials Profess Ignorance.

OMAHA, Oct. 25.—At Union Pacific headquarters in this city nothing was known of that road having secured an option on the Chicago Great Western.

TO MAKE WAR IMPOSSIBLE.

Arbitration Society Urges an Anglo-American Understanding.

CHICAGO, Oct. 25.—To bring about the negotiation of a permanent Anglo-American treaty to provide for the settlement of all differences between the United States and Great Britain has been the object of an important meeting of the International Arbitration Society of Chicago.

PROBLEM FROM GHETTO.

Hebrews Adopt Wise Measures for Care of Immigrants.

Chicago Chronicle. The continuous influx of Jews to this country from various parts of Europe, and especially from Russia, might create some apprehensions here. But the fact that the Hebrew race, probably more than any other, looks after the welfare of its own, and that the individual Jew is disposed to be self-dependent.

NEW STEAMER STRANDED

MASSACHUSETTS GOES ASHORE OFF BAHAMA ISLANDS.

Fate of Officers and Crew is Not Reported—Lewis River Farmers in Steamboat Venture.

ASK TEACHERS SPARE THE ROD

New York Educational Authorities Memorialized by Glasgow Society.

NEW YORK, Oct. 25.—A petition has been received by the school authorities of Greater New York from the Society for the Reform of School Discipline at Glasgow, asking that the teachers here spare the rod as an instrument of discipline in the public schools.

Since the Principals' Association petitioned the Board of Education in June last to restore corporal punishment in the matter has been hanging by a thread while the committee on elementary schools has not yet reported.

ANOTHER WOMAN IN CASE.

Unknown Female May Have Incited Assault on Mrs. Thomason.

PEORIA, Ill., Oct. 25.—Oliver Kraeger, whose name has been connected with that of Mrs. Nellie Thomason, gave out a statement today, in which he declared that a woman who formerly lived in Chicago, but is now living in Peoria, may have been responsible for the assault upon Mrs. Thomason by Richard Higgins. All efforts to get him to divulge her identity failed.

Decline in Price of Whisky.

PEORIA, Ill., Oct. 25.—The basing price of whisky goods in the whisky market has declined a point, and was posted this morning at \$1.24. Within two months the price has dropped from \$1.25 to \$1.24.

Fearful of a Riot.

NORFOLK, Va., Oct. 25.—The town of Berkeley remains under martial law. At a conference today between Mayor Allen and Colonel Higgins, commanding the militia, it was decided it would be necessary to keep the troops on duty until after the funeral of the negro, Blount, who was lynched yesterday. The whites are fearful of a race riot.

Babies Sold Like Cattle

Women Do Thriving Business in Bartering Unfortunate Infants.

Philadelphia Press. REALIZING that in the sight of the law they are not liable to punishment for carrying on their traffic in helpless infants, proprietors of baby farms and lying-in establishments, in the face of protests from Coroner Dugan and a humane public, continue in the face of one after another of the recommendations of a bureau under the supervision of the Department of Health and Charities, which would assume sole charge of the adoption of infants, and further urges that a bill be introduced at the next session of the Legislature to prohibit the sale of children for adoption.

GERMAN MERCHANT MARINE.

Steamers Increase in Number, Sailing Ships in Size.

The German Empire possesses 1011 ships of an average capacity of over 1000 tons each, against 970 of the United States for this year ago. Of these ships, 796 are steamers and 215 sailing vessels. Today Germany has 1200 ships of all kinds, the first Hismarck, Augusta Victoria, Columbia and Kaiserin Maria Teresa, have been sold to Russia. Of the foregoing, 1000 are sailing ships, the others are passenger and freight steamers. In regard to size, the Kaiser Wilhelm II of the North German Lloyd, with its 23,600 tons, leads the 132 steamers now in course of construction for the Hamburg-American Line which will be even larger than the Kaiser Wilhelm II. One of these, the Germania, is being built in Ireland, and the other, the Europa, in the shipyards of Seattle.

PREPARING FINE DISPLAY.

Granges Will Show Visitors What Northwest Produces.

Active preparations are being made for a fine agricultural display while the National Grange is in session in Portland. Granges from Clackamas, Marion and several other counties outside of Multnomah will make a special effort to capture the honor offered by Studebaker Bros. for the finest county display. In these and other counties the Granges are actively preparing to add to the display. At Salem a considerable portion of the state fair produce and products from the state institutions will be shipped to Portland while the Oregon Agricultural College will send a complete collection of grains.

Steel Trust Dividend.

NEW YORK, Oct. 25.—The directors of the United States Steel Corporation today declared the regular quarterly dividend of 10 per cent on the company's preferred stock.

RECEIVERSHIP DISCLOSED.

INDIANAPOLIS, Oct. 25.—Judge Francis B. Baker, of the United States Circuit Court today formally dissolved the receivership of the Vandallia Railroad.

Paul Morton: A Sketch

The Navy Will Get a Brace From Its New Head.

Alfred Henry Lewis in Munsey. There is something bracing, something tonic, something to brighten the eye of one's Americanism in the elevation of Paul Morton to the head of the United States Navy Department. If Mr. Roosevelt were called upon to give the purport of the Presidential motive he would not have to go beyond this one appointment. Men of push-craft politics were heard to bewail the rise of Mr. Morton. They pointed out that he was once a Democrat, while remembering the Republican sort of Administration. There is an individualism in the new Secretary of the Navy which is a refreshing change from the old one, and with whom partisanship is a principle and who lets one's politics as chief among one's virtues or one's vices, the alternative of the old party politics, and who is one of the party of the individual, and who is a saint; if of the opposition, one receives a darkling radiance from the new Secretary of the Navy, who is a man of the party of the public interest, and who would see the country sink without a sob so that they might be able to get a job in the navy, who were bitten of grief because of the Cabinet coming forward of Mr. Morton. On the other hand, those who are plow men, not officers, and by their industry rather than their "pull," behold in the advent of this man from the West that which renews popular belief in republican institutions.

BRIDGE CLOSED AGAIN

WORK ON MORRISON STREET BRIDGE INTERRUPTS TRAFFIC.

After Travel is Resumed Again No Further Inconvenience is Expected to Occur.

Major W. C. Langfit, Government engineer in charge of the rivers and harbors for this district, yesterday served notice on the Pacific Construction Company that it would be necessary to remove the old stone pier which will be in the middle of the main draw-space when the Morrison-street bridge is completed. The pier will have to be blasted out to a distance of 30 feet below the surface of the water in order that it may not obstruct the construction to arise in the East Side channel.

Major Langfit wants the old pier and as much as possible of the temporary framework of the pier to be removed before the strong winter current sets in. As construction now stands, only one channel through the draw is open and it has been reduced to 77 feet. The approach of winter makes the opening of the two draw channels desirable for the safety of navigation. The narrowing of the one channel to 77 feet, the obstruction of the other might not only make navigation hazardous when the river was flowing strongly but cause the lodgment of drift.

Domestic and Foreign Ports.

ASTORIA, Oct. 25.—Arrived down at 2 A. M. British ship Camaron Bay. Arrived at 10 A. M. British ship Wray Castle. Arrived at 11 A. M. British ship Wray Castle. Arrived at 11 A. M. British ship Wray Castle. Arrived at 11 A. M. British ship Wray Castle.

CUTICURA SOAP

The World's Greatest Skin Soap. The World's Sweetest Toilet Soap.

Sale Greater than the World's Product of Other Skin Soaps. Sold Wherever Civilization Has Penetrated.

Millions of the world's best people use Cuticura Soap, assisted by Cuticura Ointment, the great skin cure, for preserving, purifying and beautifying the skin, for cleansing the scalp of crusts, scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, for baby rashes, itching and chafings, for annoying irritations, or too free or offensive perspiration, for ulcerative weaknesses, and many sensitive purposes which readily suggest themselves to women, especially mothers, as well as for all the purposes of the toilet, bath and nursery.

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IN A WEEK

We treat successfully all private nervous and chronic diseases of men, also blood, stomach, heart, liver, kidney and throat troubles. We cure STIFFNESS (without mercury) to stay cured forever, in 30 to 60 days. We remove STRICTURE (without operation or pain), in 10 days.

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THE GREAT CHINESE PHYSICIAN D. SINGLETON

HAD TO HIDE IT

A mother wrote us recently that she had to keep Scott's Emulsion under lock and key—her children used to drink it whenever her back was turned. Strange that children should like something that is so good for them. It's usually the other way. Scott's Emulsion makes children comfortable, makes them fat and rosy-cheeked. Perhaps that's why they like it so much—they know it makes them feel good.

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