FOR CIVIC PRIDE

Billboards and Rubbish Must Disappear.

MAKE A CITY BEAUTIFUL

Ragged Edges of Portland Need Attention.

WHAT REMAINS TO BE DONE

Agitation in Behalf of the Better ment of Conditions by General Cleaning-Up Promises Much for the Municipality.

The agitation in favor of civic improvement is already having its effect. The Police Department has ordered that contractors and builders remove building material and rubbish from the streets and sidewalks, and the order is being generally obeyed. Patrolmen have noti-fied contractors on their beats, the word has gone out that the Chief of Police means the ordinance to be obeyed, and the contractors are taking him at his

Throughout the city there is a notice able movement toward cleanliness. Rub-bish is being removed from the yards trees are being trimmed, loose boards are being replaced with others, and un-sightly fences are being repaired.

Meanwhile the prime movers in the attempt to make Portland a city beautiful do not cease their labors, and are striving to get the great mass of people interested. It is noticeable that on the East Side, where most of the residents are home-owners, property has a better look than in some other parts of the city. There the vacant lots are cleaned of rubbish, weeds and tall grass has been cut and burned, brush is seldom to be seen. There are places, however, where improvements would do no harm, and the owners of these pieces of property are having their attention called to the

Unsightly Billboards.

In spite of the efforts of propertyowners to beautify their lawns, there is always the unsightly billboard that gives a look of raggedness to the most beautiful plece of property.

At Fifteenth and Washington streets,

passed by all the Washington-street cars, is one of these boards. Guests of the nearby theater are compelled to have thoughts of Blank's pills mingle with thoughts of the drama. At Seventh and Morrison streets, opposite the Marquam building and the Hotel Portland, is another board, a double-decker. This will soon be torn down, however, to make room for Charles Sweeny's new and modern sky-scraper. To look from the top of any high building in the city is to have the eye meet with scores of cigar signs that may be read half a mile away. In numerous places throughout the city residents awaken, and going to the window for the first sight of another day, find a gorgeous poster flaunting them in the face, suggesting an in-digestion cure. They go to a meal that cannot be eaten with a relish for fear of

to the business section of the city. oth, are the boards. A car ride to the Exposition grounds is one long nightmare of billboards. Not a street leads to the East Side but is lined with billboards. Go to Portland Heights and one does not escape the boards. Even on the summit of Council Crest, where on the summit of Council of the appealing, one sees billboards and huge

Brush and Old Rubbish.

In the better resident district of the Vest Side are numerous places where fine houses are bounded on one side by a billboard, on the other by a vacant lot filled with rubbish, on the third by a cowlot and on the fourth by anothe diliboard. There is a bad corner at Twentysecond and Kearney streets, where a huge hole is half-filled with old boards, brush and rubbish. There is another at Twenty-fourth and Marshall streets, adjoining the Hill Military Acadby a fence that would disgrace a village with a boom in its history. At Twentieth and Overton streets there

is a quarter-block surrounded by an un sightly fence, filled with grass and un derbrush and cows. The surroundin The surrounding property has modern and cozy homes, with agreeable lawns. It is such places with agreeable lawns. It is such places that the Civic Federation is determined to change. This is the condition of affairs that must be made orderly, neat nd clean before the beginning of the

Chamber of Commerce to Act.

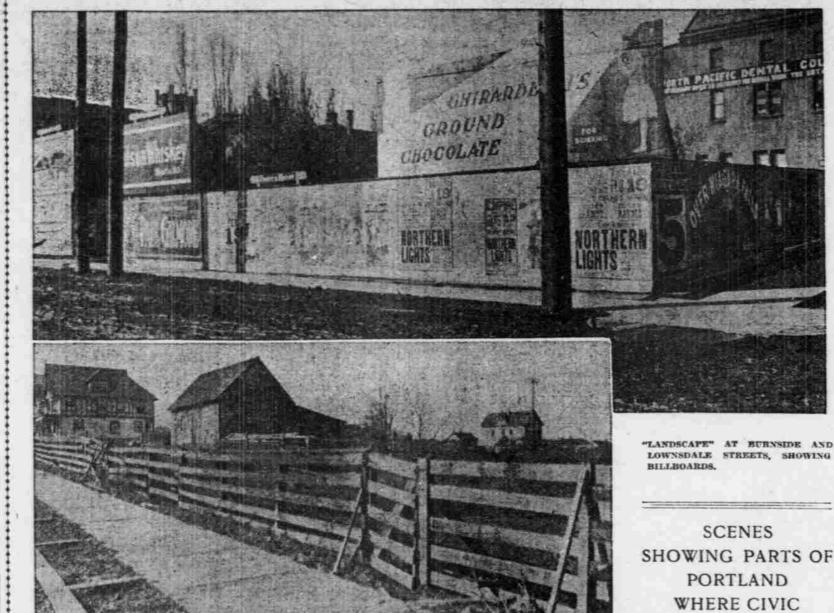
Commerce will meet on Tuesday next at 11 o'clock. Much routine business is waiting for the meeting, as well as sev-eral things of special interest. The civic improvement plans of the Chamber will be further outlined at the coming meet-ing and definite arrangements will be made for beginning, in an active manner, the campaign for the beautifying of the

TO IMPROVE VILLA AVENUE Two Boards of Trade Meet to Advo-

The Boards of Trade of Montavilla and Central Addition met together last night with the common purpose of put-ting through improvements on Villa avenue, from Hibbard street to Gravel Hill and Wiberg lane. A low offer for graveling the south side of the road

The road is now in bad condition though one of the leading thorough-fares to Montavilla. The expense of improvement has delayed work on it. solidated and Oregon Water Power & as most contractors asked about 45 Railway Companies in such a manner that cents a yard for hauling the gravel. But the Pacific Bridge Company, which has been grading hills on the Montavilla line of the Portland Consolidated Rail-Company, has offered to do the for 23% cents a yard, decreasing the cost by half. The Montavilla and Central Addition people believe that this offer will be favorably considered by the County Commissioners. They are particularly anxious to see the work done, as the new road would divert considerable travel from the Mor-rison-street bridge to the Burnside-street bridge, and make a shorter and icker means of travel than

A GUARANTEED CURE FOR PILES.



LOT AT TWENTIETH AND OVERTON STREETS. THIS LOT IS SURROUNDED BY MODEL AND COZY HOMES.

PLANSITS CAMPAIGN

Municipal Association to Take Active Part.

CANDIDATES TO BE INDORSED

If Regular Parties Nominate Satisfactory Men, Strict Neutrality Will Be Observed-Unworthy Aspirants to Be Defeated.

The executive board of the Municipal Association met last night in the office of the Oregon Mortgage Company. The as sociation is now wrestling with the prob lem of its policy through the coming municipal campaign and plane are being matured for the guidance of the associa-

At the meeting last night the question of the affiliation or non-affiliation of the association with the old-line political par-ties was discussed, as was the advisability of putting a more or less independent ticket in the field. It seems to be the general idea among the leaders of the as sociation that the Republicans and Deme crats will both be equally chary about arousing the opposition of the organization, and will therefore both put up tickets to which there can be no objection. If this is done, the association will be content to remain in the background of the fight and will let the best men win. If, on the other hand, one party puts up a man, or men, to whom there is objec-tion, the influence of the association will be used to secure the defeat of the un-

worthy part of the ticket. The association, so it is reported, has decided to delay any definite action until such a time as the leading candidates for municipal office are in the field and known to the public. When that time has arrived and the merits or demerits of the candidates can be summed up, then the association will take a hand in the matter and make known those who can expect the support of the organization.

This, in brief, is said to be the plan of ciation, which will be an ster, when the time is ripe for it to make

THROUGH SERVICE IS DELAYED St. Johns Must Walt Until New

Plans Are Made. The Portland Consolidated Railway Company will not put on a through service to St. Johns at the present time, in spite of the requests and delegations of the citizens of that enterprising town.

The railway company had in mind, so
it is said, a plan by which a through service could be inaugurated and maintained, and was working toward that end, but owing to developments of the last few days will not be able to do as intended. This change in plan is caused by a decision made recently by the Oregon Water Power & Railway Company to the effect that the latter company would not agree to the joint use of the Second-street tracks now standing idle. It had been in the place of the old, light steel now rusting on Second street, and that, these tracks would be connected with the Firststreet tracks of both the Portland Conthe cars of both systems could around from First to Second and do away with the congestion on First and at the foot of Washington streets. The Oregon

looping its cars. This will be done, and it is hoped that the work will be completed by the time the Fair opens. Not until the change in the downtown tracks has been made will it be possible to change the service to St. Johns to any great extent, both on account of trackare difficulties in the center of the agement of the company is working on a plies. plan for the relief of the St. Johns peo-boo. ple, which, if feasible, will be put into

Water Power & Railway Company has decided not to join with the Portland

Consolidated in making this change in

latter will have to make other plans for

ent of change will be made for some

AT THE THEATERS

What the Press Agents Say.

"The Lady of Lyons" Matinee. At the Columbia this afternoon the reg-ular Saturday matines will be given, and the advance sale has been unusually heavy. This is notwithstanding there was a Wednesday matines of the same play on Washington's birthday. That perform-ance was packed to the doors with the typical Columbia Theater audience of Portland's ladies and children. Today bids fair to be just such another event as Wednesday, for "The Lady of Lyons," Lord Lytton's famous romantic love story, has never failed to appeal to every woman who has a spark of sentiment left. Howard Gould, as Claude Melnotte, fills every ideal of what a charming young lover should be. Cathrine Countiss, as the imperious, earnest Pauline, is excelling all former efforts. Tonight will be the last performance.

Paul Gilmore Matinee Today. This afternoon at 2:15 o'clock a specia matinee will be given at the Marquan Grand Theater when Paul Gilmore, who delighted a big first-night audience last evening, will again present John Drew's great success, "The Mummy and the Humming Bord." This is one of the most Intesely interesting society dramas Port-land has had this season and should be ncluded in everyone's amusement list. The last performance tonight at 8:15.

The Last of "Northern Lights." After two of the most successful weeks in Portland's theatrical history, the Brandt-Baume stock engagement at the Empire will close tonight, when the last performance of "Northern Lights" will be

The public has evinced the warmest in-terest in the career of Louise Brandt since her first appearance in the city. She is a girl of whom Portland may well be proud, and there is little doubt that the matinee and night performances on this closing day of the engagement will bring out a tremendous attendance. Mr. Baume shares equally with his associate in pub pany has made a lasting personal impres sion. This afternoon and tonight will for

"Old Heidelberg" Tomorrow.

"Old Heidelberg" will give its initial performance on the stage of the Columbia Theater at the matinee tomorrow after-Every theatergoer who was abl and willing to pay \$3 to see Richard Mansfield a short time ago is familiar with the story of the young German Prince, who went to the historical uni-versity at Heldelberg, lived amongst the students, reveled in their songs and jollities, fought their trivial duels and even loved a lowly maid, who at last had to give it all up—the only natural happiness he ever knew—and go back again to be a royal Prince, with followers, dependents, ceremony and pomp. To trade the nat-ural for the artificial; there is a granduer but a pain about it, hard to describe. You only feel it as you watch the play weave its way on to the end; and then there are the beautiful romantic scenes along the legendary Rhine, the most fascinating and wondrous river in all the

All these scenes for the Columbia Stock Company's production have been painted by Frank King, who is one of the best scenic artists in the United States, and who has done what many considered to be some of the best work of his care for this week. There is no question, "Old Hiedelberg" is the most beautiful play that has ever been on the Columbi stage, in its sweet and delicate way, and not the slightest trifle has been overlooked in presenting it as it should be presented. It will sing its own praises from the first moment the curtain rise

Charles B. Hanford in "Othello." Charles B. Hanford will play a return engagement of one night at the Marquam Grand Theater next Thursday, March 2, excellent support recently made such a decided hit, will be again presented. The advance sale of seats will open next

mness of vision and weak eyes, cured Murine Eye Remedies. A home cure syes that need cure. Sold everywhere,

Tuesday morning, February 28, at 10

STRIFE IN CHURCH

Deposed Elders Will Appeal to the Synod.

T. F. COWING GIVES VERSION

Says He and His Associates Acted Under the Authority and With Advice of the Home Mission Board.

The recent action of the Portland Pressytery in deposing four of the elders of City has not as yet proved a remedy for the internal troubles of that church. The elders deposed, T. F. Cowing, E. B. Anderson, Angus Matheson and J. W. Warnock, feel that their removal was the result of misstatements on the part of trou-ble-brewers and was not justified by actual conditions. They are now preparing an appeal from the decision of the Presbytery and will undoubtedly present it to the Synod in the hope of securing a re-

The strife within the Oregon

church dates since 1902 and has been char-acterized by intense bitterness. It reached a crisis a few months ago with the a crisis a few months ago with the forced resignation of the pastor, Rev. F. H. Mix-sell, and the removal of the old session, consisting of Chris Schuebel, Ed F. Story, John W. McKay, Charles A. McMillan, J. C. Zinser, A. Robinson, Angus Mathe-

The election of a new session and the attempt to recall the former paster was bitterly fought by members of the retired board and the case brought before the Portland Presbytery. The Presbytery failed to establish harmony, and the lat est phase of the fight resulted in the deposition of the four elders.

T. F. Cowing was in Portland yester-day, preparing the appeal to be taken to the Synod. He said: "I deplore the publicity which has been given to our church and would rather not air our grievances, but my associates and I believe that upon a proper presentation of the facts to the Synod we shall be

vindicated.

"It is admitted that the present cond tion of our church is deplorable, but this is due alone to the failure of a self-constilluted dictator and his supporters to manage the church in their own way.

"We, and I mean by that the majority of the congregation, have tried in every possible manner to secure harmony in the courch, and have offered every concession consistent with the proper man-agement of church affairs. Our efforts to secure peace have at all times been guided by our moderator, Rev. E. D. Sharp, and by the Home Mission, but have been persistently resisted by the warring fac-

Recognized as Legal Board. "We were recognized as the legally constituted elders of our church by the Home Mission Board, who suggested that we place a call through them for a pastor. We did this and were supplied with Rev. J. R. Landsborough, we being re-

quired to pledge his support. "It looked then as if the church had freed itself of strife, but by means both questionable and deceptive our opponents again attempted to place themselves in power, and succeeded in causing our tem porary removal.

"One of the charges brought against but which was not substantiated was that we had after the removal of Rev. Mr. Mixsell invited and allowed him to occup our pulpit without any authority. The fact of the matter is that Rev. Mr. Mixsell cupled the pulpit on that night with the ill approval and authority of the Home Mission Board, received through our mod erator. The mission has supervision over the supplying of ministers, and with its permission we certainly had the right to

Service Commission until the end of the present administration, next July. Mr. Courteney was appointed in January, 1903, for a two-year term, and a question was raised as to the interpretation of the charter's reading. The commission held a short routine meting yesterday afternoon.

IMPROVEMENT IS

NEEDED

ON DEAD OR LIVING PULPIT Dr. Stephen S. Wise Delivers a Thoughtful Lecture.

At the Temple Beth Israel last night before a large and representative audience, Dr. Stephen S. Wise lectured on "A Word to Ministerial Critics; for Pew and Pulpit From the Life of a Great

The address of Dr. Wise was in the nature of an answer to the question. "Shall we leave a dead or living pulpit." Dr. Wise pointed out that it was the case with many ministerial critics that they were not in a position to criticize. His logic was sound, and he treated the subject fully, pointing out that ministers labored with different congrega-tions, that the plan which might be adapted with reference to one was utlerly

useless when adapted to another.
"To do one's best," he said, "is to do one's duty, without fear of criticism, to do one's duty the way it appears, as you judge it should be done."

Dr. Wise pleaded for the living pulpit. pointed out that another generation should find a living gospel, as the present generation found it, and showed clearly that discord among workers in the same field threatened that field with extermination, that attacks of one minister up another threatened to kill the pulpit and to put an end to its usefulness and its object. He pointed out lessons for pulpit and pew in the simplicity and sweet labor of those who stand highest in the ranks of those laboring for the sake of Christian-ity. It is not a question of professional jealousy, but a question of pulling to-gether in order that the general cause might be strengthened. Dr. Wise de-

FREED ONLY TO BE RECAPTURED

H. G. Caspary Is Ordered Released, but Detectives Take Him Away.

Louis to answer to a charge of forgery, failed in his attempt to obtain his release through means of habeas corpus. The case was set for hearing yesterday morning at \$:30, before Judge George. Sheriff Word made no return, and the court thereupon ordered the prisoner discharged from custody. R. C. Wright, attorney for Caspary, proceeded to the County Jail to convey the good news to his client, only to ascertain that he was not there. De-McKenna, who Louis after Caspary, had taken him away, and this was the information the attor-ney received from the jailer. Further inquiry revealed the fact that the officer and his man were on the way East on a train of the O. R. & N. Co.

The petition for a writ of habeas corpus was filed on Wednesday afternoon late. Detective McKenna was then at Salem, armed with requisition papers from the Governor of Missouri, to obtain a war-rant of extradition from Governor Chamberiafn. The hearing of the habeas corpus petition was continued on two occasions. In the meantime, Detective McKenna, having secured the necessary warrant, concluded wisely not to become mixed up in legal entanglements but to take his prisoner while he had a change take his prisoner while he had a chance, and did so. Caspary came to Portland several months ago and during his stay here was engaged in the real estate busi-

ASTORIA, Or., Feb. 24.-(Special.)-The

Council at its meeting this evening awarded a contract to Dill & Young, of Portland, for improving five blocks on Franklin avenue for \$10,220.53. An ordinance to grant J. R. Clinton and W. W. Whipple, of Seattle, a S-years' franchise for telephone, gas, electric light referred to a committee.

the supplying of ministers, and with its permission we certainly had the right to invite Rev. Mr. Mixsell to conduct the services.

"I hope, however, to see harmony brought about at an early day. No one is going to leave the church, as has been inferred, that is, at least so far as the deposed elders are concerned."

Courtency Stays on Board.

Mayor Williams decided yesterday that by the terms of the charter, A. A. Court.

BOATMEN NOW ACT

Committee Addresses Letter to Langfitt.

BRIDGE-CLOSING PROTESTED

Diverse Views on the Power of the County Authorities to Shut the Draws Between Certain Hours.

The present agitation for closed bridges has now been placed before the Government. Captain A. B. Graham, of the vermen's committee, addressed a letter Major Languiti yesterday, calling his an alor Languit yesterday, calling his attention to the proposed action of the county officials and submitted copies of the instructions to boatmen which it is thought will afford relief to bridge passengers. These instructions were submitted for the purpose of ascertaining if they would meet with the several submitted for the purpose of ascertaining if they would meet with the approval of the War Department

In spite of continued arguments by the citizens that the power of regulating river commerce lies wholly with county or commerce lies wholly with county or state officials the rivermen are firm in their contention that the War Depart-ment has supreme control of all naviga-ment has supreme control of all navigament has supreme control of all naviga-ble waterways. The Chicago case cited in the contention for closed bridges, it is said by rivermen, has no direct bearing on Portland, nor has it yet been estab-lished that the War Department has less authority than local officials. In this opinion they are upheld by Government officials. One of these said:

Government Official's View. 'Any city, county or state can promul-

gate and establish laws governing com-merce on the waters within its boundaries and these laws might be, and in many cases are effective without Government authority, but this by no means signifies that the War Department has no authority over such streams. The very proof that the Government has full control is shown by the fact that before a bridge can be built across a river it is necessary to secure permission from the de-partment. Should the construction of a bridge be begun without authority the Government would immediately step in and prevent such construction until its permission had been granted. However, after a bridge is constructed its operation is left to these leads to the constructed of the constructed in the construction is constructed in the construction in the construction in the construction is constructed in the construction in the construction is constructed in the construction in the constru tion is left to those local authorities under whose jurisdiction it comes without interference from the Government unless protest is entered by river commerce in-terests. To illustrate this I might say that the officials of this county might close the bridges to boats for six hours each day without any interference on the part of the Government unless some objection should be raised by the river-men. Upon such a protest the Government would then investigate the matter and should it be found that the closing of the bridges for any specified time was an impediment and obstruction to navi gation the action of the local officials would certaintly be overruled.

"In regard to the Chicago case it is probable that the matter has never come before the Government under protest and that all parties are satisfied with present conditions. There is no doubt, however, as to the Government having authority

over the Chicago River.'

That Chicago Ordinance. That the Government actually does con-trol the Chicago River is shown by reports of the Chief Engineer of the War Department. In 1900, subsequent to the passage of the city's ordinance regulating the opening of bridge draws it was found that by order of the War Department four railroad bridges crossing the Chicago River had to be remodeled and partly reconstructed because of their being an obstruction to free navigation. The ordinance of the City of Chicago under which the bridges crossing the Chicago River and its tributary canais are reversed provides that all such before governed, provides that all such bridges shall be under the control of the harbor master and that he shall have power to order the opening and closing of the same at any time, when, in his judgment, It is necessary to carry out the provisions of the rules and regulations provided in

the ordinance.

The section of the ordinance providing for closed bridges during certain hours,

Section 2-(Bridge closed-Hours)-No bridg within the City of Chicago, excepting on Sur days, shall be opened during the times here

branch of the Chicago River from its ju with the main river and as far south as Twelfth street, including the latter, and across the north branch of the Chicago River at Kinzle street, between the hours of 6 and 8 o'clock in the morning and 5 and 7 o'clock in the evening 2 Across the north branch of the Chicago River from Kinzie street, exclusive, to Haisted street, inclusive, and across the south branch, inclusive, between the hours of 6 and 7 o'clock in the morning and 5:30 and 6:30 in the

8 and 7 o'clock in the morning and 8 and o'clock in the evening.

The provisions of this section are not to ap tuge cannot pass. Further sections provide that during the hours between 6 o'clock in the morn-

ing and 12 o'clock midnight, it shall be unlawful to keep open any bridge within the City of Chicago for the purpose of permitting vessels or other craft to pags through the same for a longer period, at any one time, than ten minutes. After an opening for such a period the bridge must be closed to boats for ten minutes. It is also provided that bridge tenders or persons in charge of the bridge shall not close the same against vessels seek-ing to pass through until passengers. teams or vehicles have been delayed fully ten minutes by the bridge being open.

What Rivermen Say.

It is the opinion of rivermen that while these regulations are in effect and govern river traffic it is only because they are acceptable to the river interests. It is also their contention that while such regula-tions may be satisfactory in Chicago that the conditions of river traffic on the Calcago and Willamette Rivers are so en-Chicago is far from being so in Portland. The Chicago River, it is said, is merely a canal with what might be styled dead In the Willamette River ther is at all times a current to contend with. The existence of this current and also of ontrary winds, is the essential feature in the necessity of open bridges at all tim to river traffic.

"Supposing," said Captain A. B. Gra-ham, resterday, "that a boat is coming down stream with a raft of boom sticks. down stream with a raft of boom sticks. Owing to the strong current it is absolutely necessary that she keep moving since any stoppage would simply mean that the logs would pile into her wheel and probably result in its loss. There is absolutely no way in which the boat could hold back the raft. Now what would that mean if the host would that mean if the boat happened to come to a bridge just after the closing time. The same thing applies to a boat with a vessel in tow or any of these coasters or deep-water vessels proceeding un-der their own power. Coming down stream they could not possibly hold their position as against the current and the result would be that if they were caught between bridges that some kind of an accident would follow. Then, in the case of a boat coming up stream with a raft of logs. In such a case it is necessary for the boat to be in motion in order to hold her raft in position, and should she be compelled to stop the raft would, in a

50x100 on south side of Glisan street, between Sixth and Seventh. Fine hotel site. Cement sidewalk. Excavation made for cellar.

B. M. LOMBARD,

514 Chamber of Commerce

mtil it would break up. Who would foot

make traffic on the Chicago and Willammake traffic on the thicago and whatme-ette Rivers so different. There is an-other feature, however, which enables thicago to work under closed bridges, and that is the character of its river traffic. There is no passetuger travel on the river. It is all freight and it is not dependent on tides or weather conditions. Here should an ocean-bound boat be delayed for an hour it might mean the loss of 24 hours at Astoria awaiting a favorable tide. "I am more than ever convinced under the conditions to be contended with on this river that the Government will never allow the bridges to be closed. Still we think that a difficulty and delay does ex-ist to bridge pedestrians and we are willist to bridge pedestrians and we are wining to help out in every manner possible
for its avoidance. I think, that while
there may be some loss to the people,
that they should remember that under the
proposed closing, there would be a far
greater loss to river commerce. The whole
matter can be adjusted if the give-andtake principle is followed out, and I think that if the matter is arranged as we have lately suggested, that everyone will be satisfied."

EAST SIDE TALKS ON BRIDGES Committee of Fifteen Named to Meet County Judge Webster.

etting of representative citizens of the East Side gathered last night in the ourtroom on Grand avenue and East Morrison street to consider the queation of closing the bridge draws at stated times, with the result that a committee of 15 was appointed to bring the matter to the attention of the County Court. Jo-seph Buchtel, chairman of the committee on transportation and bridges, from the East Side Improvement Association, East Side Improvement Association, called the meeting to order and stated the object of the gathering. He said that nothing that would be an obstruction to navigation in the port of Portland was intended, but simply a reasonable regulation of the opening and closing of the draws.

Ellis G. Hughes spoke of the growth of the East Side, and pointed out that flye to one of the dwellings now being erected in Portland were put up on the East Side. he thought that there had been some public abuse regarding the opening and public abuse regarding the opening and closing of the bridge draws that might be remedied, and that the towing of rafts should be done at night, and never during the day. Mr. Hughes said in his judgment that the remedy for the abuses lay entirely in the hands of the County Court. He also condemned the practice. of "warping" vessels through the draw of the steel bridge, and said it should

not be tolerated. Charles J. Schnabel spoke on the legal aspect of the case, saying he was convinced there was no doubt that the Coundraws of the bridges. It concerned be-tween 50,000 and 70,000 of the inhabitants.

Edward Newbegin said that what was asked for would not cause any serious inconvenience to the river men, and he could not understand their opposition to a reasonable regulation. The steamboat-men had declared before the first bridges had been built that they could not navi-gate the river if bridges were built, and they were now opposing a reasonable con cession. Mr. Newbegin announced he had nen on the bridges gathering statistics. W. L. Boise made a short talk in which he suggested that a strong committee be appointed to wait on the County Judge and present the case to him. He urged

subject, R. D. Inman, of Inman, Poulson & Co., was invited to address the meet-ing. He explained that Portland was the largest lumber city in the world, and that the main portion of the immense output of lumber was cut above the bridges. Logs had to be towed through the bridge but if closed an hour in the morning afternoon daily, expense and hards! would be put upon the mills above the bridges, and they could not compete with the mills below the bridges.

that absolute fairness to rivermen be

For some time Mr. Inman answered questions put to him relative to towing of logs and vessels, and tides and other things. Mr. inman said he thought if the draws were closed an hour in the morn-ing and evening that it would injure the port of Portland abroad. He further said he was well aware that there had been some abuse and annoyance to the public in opening and closing the draws, all of which was subject to remedy and re-

For nearly two hours the subject was discussed in good humor by the different speakers, and finally it was moved and carried that a committee of 15 be appointed to talk the matter over with County Judge Webster, taking into con-sideration the interests of all concerned. On motion Joseph Buchtel was made chairman of the committee, with power to appoint the remainder of the members. The following were appointed: Joseph Buchtel, chairman; Whitney L. Boise, George W. Holcomb, Edward Newbegin, C. J. Schnabel, D. J. Maisrkey, Francis I. McKenna, E. M. Brannick, H. H. New-hall, Dan Kellaher, Jay Smith, O. M. Scott, R. L. Sahin, J. J. Ross, Herman Wittenberg: L. B. Chipman, St. Johns; W. J. Peddicord, University Park.

Osterman Pleads Not Guilty.

ASTORIA, Or., Feb. 24.-(Special.)-William Osterman was arraigned in the Cir-cuit Court this afternoon on an indictment charging him with larceny in a dwelling pleaded not guilty, and his trial was set for next Tuesday.

A FREE PACKAGE



I want every person who is bilious or has any stomach or liver ail-ment to send for a free package of my Paw-Paw Pills. I want to prove Pills. I want to prove that they positively cure Indigestion, Sour Stom-ach, Belching, Wind, Headache, Nervousness, Sleeplessness, and are an infallible cure for Constipation. To do this I am willow to give I am willing to give millions of free pack-ages. I take all the risk. Sold by druggists for 25 cents a vial. For free package address

MUNYON, Philadelphia