

BIG DAMAGE SUITS

Infringement of Whisky Trade-Marks.

SALOONMEN ARE DEFENDANTS

They Are Accused of Selling Inferior Liquor Under the Well-Known Brands of a Kentucky Distilling Company.

Nineteen damage suits, aggregating \$25,000, were filed in the United States Court yesterday by W. A. Gaines & Co., distillers of Frankfort, Ky., against two-thirds of Portland's wholesale liquor dealers.

The cause for damages is an alleged infringement of the trade-marks "Old Crow" and "Hermilage," owned by the complainants and applied by them to the products of their distilleries, and separate suits are instituted against each defendant and under each trademark. The defendants are: S. A. Arata & Co., Sol Blumauer and Eugene Hoch, representing the firm of Blumauer & Hoch; W. J. Van Schuyver & Co., Henry Fleckenstein, doing business as Henry Fleckenstein & Co.; Adolf Neuberger and Frank Rotefuhr, doing business as Frank Rotefuhr & Co.; Charles Stern, doing business as Charles Stern & Co.; Charles Kohn, doing business as Charles Kohn & Co.; Fleckenstein-Mayer Company, the De Martini Company, Jacob M. Gollert, David Pennl, John W. Hickman and Giovanni Garbarino, doing business as Pennl, Hickman & Co.

In the complaint it is alleged that both of the trademarks are the lawful property of the plaintiff and form an integral part of the good will of the business and each trademark as such is of the value of \$500,000. These trademarks were adopted in 1867 and in 1888 by Gaines, Berry & Co., of which W. A. Gaines & Co. are successors.

MAY HAVE A GLASS FACTORY

Eastern Concern is Anxious to Locate in Portland.

Will Portland have a glass factory? The Portland Board of Trade has been asked by a prominent Eastern glass manufacturing company whether or not there is an opportunity to establish a plant in this vicinity, and Captain J. H. Fisk has been delegated by that organization to find out the feasibility of the plan and report thereon.

ST. JOHNS HAS NO POLICE CHIEF

Council Rejects All Names Submitted by Mayor King.

At the meeting of the St. Johns Council last night Mayor W. H. King's appointments were promptly confirmed by the Council except those which he submitted for the office of Chief of Police. On this appointment the Council disagreed with the Mayor and rejected every name he submitted for that office.

Case for State Not Federal.

Upon motion of the Deputy United States District Attorney George Bradley, charged with selling liquor to a Umatilla Indian, was released from custody yesterday and the charge against him dismissed by Judge Bellinger. This dismissal resulted through the late decision of the United States Supreme Court that the Government has no jurisdiction over such cases. In view of this decision future Indian liquor cases will be dealt with by the state authorities.

NO SALOON FOR ST. JOHNS

New Charter Gives Council No Authority to Issue License.

Careful examination of St. Johns' new charter fails to discover any provision which gives the Council the power to license a saloon. By section 45, under the head of "Criminal and Police Powers," the Council is given full powers to "regulate and restrain bartenders, saloon-keepers, dealers in and manufacturers of malt and vinous liquors," etc., but that is all. This section also says that no license shall be issued to a saloon within 600 feet of a schoolhouse. But there is apparently no section for granting to a saloon a license.

Help For Sick Women

WRITE US FREELY. We want you to write us freely and frankly, describe your trouble, give a complete history of your trouble, and we will send you plain instructions as to how to get well. All correspondence kept perfectly secret, and addressed to: THE CHATTANOOGA MEDICINE CO., Chattanooga, Tenn.

late" everything that could be mentioned. S. H. Greene, the City Attorney, has discovered several discrepancies in that document. The St. Johns charter is similar to that of Forest Grove, under which the Circuit Court there holds that no saloon licenses can be issued.

WILL BE BELASCO THEATER

Columbia Will Change Its Name Under New Management.

M. A. Mayer, of Belasco & Mayer, the purchasers of the Columbia Theater, made the announcement while in Portland yesterday that the theater would be conducted as a stock-house in the future, as it had been in the past. He also announced that when the firm took charge the house would be known as the Belasco Theater. The date of the opening of the theater under the new management has not been decided upon, as no definite arrangement has been made with A. H. Ballard, whose lease upon the theater does not expire until June 30.

"The stock company we will install at the Columbia Theater, or the Belasco Theater, as it will be known later, will be of as high standard as any on the Coast," said Mr. Mayer at the Hotel Portland last night, just before leaving for San Francisco. "Only the very latest plays will be staged and they will be first-class in all particulars. At this early date I could not name the principals of the stock which will be at the theater this Summer."

"We would like to take charge of the theater May 1, but owing to the lease held by Mr. Ballard we may not be able to occupy the house until June 1, which would materially affect our plans. The matter has not been definitely settled yet and our visit to Portland has been fruitless as the conditions regarding our occupancy remain as they were. "If we are able to come to a satisfactory agreement with Mr. Ballard the stock company will open in Portland June 1. We are going to expend \$10,000 in the improvement and the beautifying of the house, and we want a month in which to prepare. The plans for the altering of the interior and the exterior of the theater have already been approved. "If we are not able to occupy the theater until July 1 some of the extensive improvements that we have under contemplation will be delayed until the Winter months. Of course some of the alterations would be made anyway. You should state positively that in case we should be delayed in occupying the theater until July 1, the stock company completes will open two weeks from that date, if not sooner."

TRAMP STEAMER OFFERED.

Another Four-Dollar Vessel on the Market for Portland Loading.

Orders for flour and grain continue to arrive from the Orient, which has revived the talk of chartering tramp steamers for loading at this port. The steamer Kiburn, offered to local shippers at a \$4 rate, but the business has not progressed far enough to make it certain that the ship will be taken. The Kiburn was fixed yesterday to load on the Sound independently of the regular lines. The Dumbarton, which was chartered by the Portland Flouring Mills, has arrived at this port. The steamer is a four masted, 4,000 barrel vessel, and is being offered to local shippers at a \$4 rate, but the business has not progressed far enough to make it certain that the ship will be taken. The Kiburn was fixed yesterday to load on the Sound independently of the regular lines.

Domestic and Foreign Ports.

ASTORIA, April 11.—Arrived at 10:30 A. M. and left at 1:30 P. M.—British steamer Dumbarton, from Moll, via Port Townsend. Sailed—Steamer Sea Foam, for Seattle; Steamer Breakwater, for Cook Bay; schooner Lily, for Umpqua. Tacoma, April 11.—Arrived—Steamer Al-Ki, from Skagway. Sailed—Steamer Al-Ki, for Skagway; steamer Columbia City, for Skagway. New York, April 11.—Arrived—Portland, from Rotterdam; Finland and Rhynham, from Antwerp. Hamburg, April 8.—Arrived—Memphis, from Tacoma. San Francisco, etc., via Montevideo, etc. Sydney, April 11.—Arrived previously— from San Francisco, via Honolulu and Auckland.

Revival at Grace M. E. Church.

The revival meeting at Grace M. E. Church was well attended last night. A large chorus choir, led by Professor Wilder, rendered inspiring music. After several had led in prayer, Miss Lytle sang a solo. Dr. Wilson took his text from Acts: "Men and brethren, what must I do to be saved?" He said: "Salvation is the permanent deliverance from both the love and the guilt of sin, as well as from its consequences. How many one be thus saved? You must not mistake you have nothing to do. You must not expect anyone to do it for you. I know lots of men who expect to slide into heaven through their church membership. You must expect Christ to do for you what He requires. I once heard a man

VISITS MORE BOATS

Admiral Kempff Resumes His Water-Front Investigation.

TAKES TRIP TO VANCOUVER

Steamboat Men Welcome His Coming, but Complain of Severity of Federal Navigation Laws—Equipment Required.

Rear-Admiral Louis Kempff continued his investigation on the waterfront yesterday. After his roundup of steamboats Monday, the officers of the various craft in the harbor were on the lookout for him, and none were taken very much by surprise. He first visited the Albina ferry, W. S. Mason, in company with Captain Edwards and Mr. Fuller, the local United States Inspectors. The boat and her equipment were found to be in excellent shape, the only thing wrong being in the working of one of the davits, which can be easily remedied.

The little propeller America was next inspected and found to comply in all respects with the regulations of the service. The party then went over to Vancouver and paid an official visit to the ferry operated there by the Portland Consolidated Railway. She, too, was found to be in good working order. By the time the inspection of the ferry was completed, the steamer Charles R. Spencer hove in sight, bound down from The Dalles. The Admiral and the two inspectors boarded her at Vancouver and returned to the waterfront at 11 o'clock. A general inspection, and at the request of Admiral Kempff the fire drill was then called. The crew responded instantly to the alarm and went through the tactics in a manner which reflected great credit on the discipline enforced by Captain Allen. The performance was watched with much interest by the large crowd of passengers on the steamer.

Admiral Kempff proposes to inspect personally the equipment and discipline on every passenger boat in these waters, and consequently has a big job on his hands. It will take him several weeks to complete the work. Steamboatmen, however, welcome the rule, believing it will result in much practical good. They are not all so friendly, however, to the new regulations required by the department in the way of equipment. Some of the requirements, they say, are excessive, and will hamper, rather than benefit, the steamboat business. A boat in the class of the Gatzert, Spencer or Hossalo must carry equipment worth about \$2000. A certain number of lifeboats are required, whereas the steamboatmen say that any boat on the river can be run ashore in half the time the boats can be launched with the best of appliances. They do not see why the same regulations that are in force off the coast and on the lakes should be required on boats plying these inland rivers. They also complain that the equipment demanded is so heavy as to make it not worth while to construct light-draft boats for the upper streams.

Return of Captain Patterson.

Captain W. H. Patterson, the Columbia River pilot, returned from Honolulu yesterday on the steamer Rosecrans after a 20 days' voyage undertaken for the benefit of his health. The captain reports having thoroughly enjoyed the trip. The Rosecrans entered the Columbia Monday morning, two hours after high tide, and despite her deep draft, had no difficulty in crossing in on a strong ebb tide. Captain Patterson took charge of her at Astoria and brought her to Linnton and last night returned down the river with the steamer.

Pilot Commissioners Organize.

ASTORIA, Or., April 11.—(Special.)—The newly-appointed State Board of Pilot Commissioners, consisting of Sylvester Farrell, of Portland; George Noland and A. V. Pendleton, of this city, met here this afternoon and organized by the election of A. V. Pendleton as chairman. The only other business transacted was to instruct the chairman to have the state pilot schooner San Jose prepared for service at the mouth of the river during the coming Summer.

Alliance's Engineer Drowned.

MARSHFIELD, Or., April 11.—(Special.)—Chris Topher Thompson, second engineer on the steamer Alliance, fell overboard last night while the vessel was tied at her dock, and was drowned. Captain Hardwick and the first officer heard the man fall, coming across the gang plank about 5 o'clock. It is supposed that he was snatched by striking against the side of the ship. The body was not recovered until this morning.

Free Rides to Deep River.

ASTORIA, Or., April 11.—(Special.)—The fight which has been in progress for some weeks between the Callender Navigation Company and Captain John Pickerswell over the run between this city and Deep River, Wash., resulted in the former putting a boat on the run today and carrying passengers free of charge.

Centennial is Floated.

SAN FRANCISCO, April 11.—Information has been received by the Merchants' Exchange that the steamer Centennial, which was grounded at Port Townsend yesterday morning, was floated last night. The vessel was found to have been damaged but little and proceeded to her destination.

Adato on Fire at Sea.

SAN FRANCISCO, April 11.—The British steamer Adato, just arrived here from Karatsu, Japan, reports that on March 28, while in a heavy sea-way, the cabin was set on fire by the stove being overturned. Before the fire was extinguished the interior of the cabin was damaged to the extent of \$15,000.

Fishing Schooner in Distress.

NORFOLK, Va., April 11.—An unknown New York fishing schooner is reported in distress off Thimble Light, in Lower Chesapeake Bay, with her main sail, fore-sail and boom gone. A Norfolk wrecking tug has left to lend assistance.

Marine Notes.

The steamer Cascade has sailed for San Francisco with 500,000 feet of lumber. The new steam schooner Sea Foam has been chartered by the Portland Lumber Company to load for San Francisco. She will sail Sunday. The barkentine Thomas P. Emigh started down the river yesterday bound for Shanghai. She carries 1,200,000 feet of lumber valued at \$12,000.

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Perfect Woman. You may have the Beauty of Perfect Health. The perfect woman is the woman who has perfect health. Beauty is more than skin deep. Beauty is as deep as pure blood and a perfect digestion. Especially is female beauty dependent on the perfect health of the delicate female organism.

If you wish to have the beauty and attractiveness of perfect health, if you wish your eyes to sparkle, your complexion to resume its brilliancy, and your whole body to thrill with the glow of renewed vitality, take that famous woman's medicine, Lydia E. Pinkham's Vegetable Compound.

Lydia E. Pinkham's Vegetable Compound

If you have headaches, backache, organic pains, painful or irregular monthly periods, any womb or ovarian trouble, begin with Lydia E. Pinkham's Vegetable Compound at once. It will save you needless suffering. It will restore your womanly beauty.

Dear Mrs. Pinkham:—Lydia E. Pinkham's Vegetable Compound cured me of a severe and protracted case of ulceration of the womb. I had twins, but lost one child. After their birth this trouble began, but your Compound restored me to perfect health. My little girl is now six years old, and I am a perfectly well woman, and as happy as a mother could desire to be. I give the entire credit to Lydia E. Pinkham's Vegetable Compound.

Mrs. S. R. BECKMAN, Cor. Murphy Ave. & Whitehall St., Atlanta, Ga. No woman, were she a Venus de Milo, could continue beautiful with a dragging down female complaint. Mrs. Pinkham invites all sick women to write to her for advice. Many have benefited by it.

Lydia E. Pinkham's Vegetable Compound Cures Where Others Fail

secure the full benefits which will come to the fruit industry through this law. It was arranged that a meeting would be held between the board and a committee from the Portland Merchants' Association last night for a discussion of the Com-

Imperial Hotel Co.

Steel Street-Cars the Latest. NEW YORK, April 11.—Steel cars will soon be running on some of the surface lines in this city. The first of a large number ordered has been received and will be put into service at once. Wood is used only for inside trimmings, and even this is supposed to be fireproof.

THE BEST WAY TO SEE PORTLAND

Is by Tally-Ho, Cabriolet, Boulevard Wagon, or Landau. PHONE MAIN 222 UNITED CARRIAGE COMPANY 11th and MORRISON Sts.

Horticulturists Conclude Work.

The semi-annual session of the State Board of Horticulture was concluded at the morning session held yesterday in the office of Secretary Lamberson. It was for the purpose of holding the effectiveness of the new horticulture law passed at the last Legislature; it was decided to publish and distribute a bulletin reciting the law, new gravels and advising the county inspectors in regard to their duties. The board is bending every energy to

CASTORIA For Infants and Children. The Kind You Have Always Bought

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS Bears the Signature of

CASTORIA The Kind You Have Always Bought

In Use For Over 30 Years. THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.