# TRIALS SET FOR THE MAY TERM

## Tanner-Creek Sewer Cases to Come Before the Circuit Court.

## DEFENSE ASSERTS FRAUD

**Declares That Men Were Bribed by Enemies to Do Poor Work, but District Attorney Thinks Otherwise.**

The TannerCreek sewer criminal cases will be tried in the State Circuit Court next month, beginning with the trial of E. M. Riner, May 5. The case against R. M. Riner will follow on May 10. The trial of ex-City Engineer William C. Elliott has been set for May 15. The date of the J. M. Caywood and Henry Chandler trials has not yet been fixed. The attorneys for the defense have stated that they are ready to proceed with the trials, and District Attorney Manning says there will be no further postponement. The District Attorney and opposing counsel have agreed upon the dates mentioned. As there are a great many witnesses to examine, it is expected that each trial will consume four or five days.

The defendants obtained continuances before on the ground that they desired, if possible, to secure the attendance of missing witnesses to prove the existence of a conspiracy to injure the Riners by causing men employed on the sewer to do poor work. Enemies of the Riners are said to have formed this plot.

Mr. Manning says he does not think there is anything in this story, and further that such evidence would not be admissible because the Riners and City Engineer Elliott signed a statement before the Executive Board of the city that they had personal knowledge to the effect that the work had been completed according to the plans and specifications.

The bribery cases against J. B. Bridges, Robert Wakefield and G. B. Thomas were to have been set yesterday morning for trial, but, owing to the absence of Thomas, this was not done. They will, however, be set for trial sometime next month, and altogether the May term of court will be a busy and interesting session.

### SUES TO RECOVER RENT.

**Under Statutes Is Entitled to Claim Double Amount Due.**

Jacob Deckenbach yesterday began suit in the State Circuit Court to recover $4112 rent for a store in a building at East Morrison street and Grand avenue occupied by D. C. Rima as a saloon.

Rima bought the saloon for $1900 from Lake, and contended that Deckenbach at the time of the purchase agreed to execute him a written lease, and afterwards refused to do so. Deckenbach filed a suit of forcible entry and detainer in the East Side Justice Court to obtain possession of the premises. Rima resisted and appealed to the State Circuit Court, won the case, but lost in the Supreme Court. He filed a bond to pay all damages which may be awarded against him, and to satisfy any judgment given against him in the Appellate Court, signed by W. E. Schimpff and Sig Sichel as sureties. Deckenbach now sues Rima, and Schimpff and Sichel to recover the rent from September 1, 1903, to February 4, 1906, at the rate of $120 a month, which amounts to $2665. Deckenbach also invokes the statutes which allows him as a penalty to recover double the amount of rent in a case of this kind, which makes a total of $4112.

Rima alleges that the cause of the trouble and his ejectment from the premises was that he was selling a certain kind of beer which was made at Astoria, and refused to sell another brew.

### SAYS WIND BLEW DOWN HOUSE

**Defendant Company Makes Its Answer in Damage Suit.**

The building which collapsed and fell upon Charles Ochs on June 9, 1904, the Oregon Furniture Manufacturing Company says was blown down by a wind storm, and the company was not to blame. This is the answer made by the Oregon Furniture Company in the State Circuit Court to the damage suit against it filed by Ochs. He was seriously injured, and thinks the company ought to pay for the consequences resulting from the fall of the structure. The building, which was in course of construction, was to be used to store lumber, and for a dry kiln. The answer recites that June is usually a mild month, and, contrary to the usual expectancy of weather for that period of the year, a very violent wind storm arose and blew the building down. The accident is said to have been unavoidable. Further, it is alleged that Ochs, who was working in the building, assumed the ordinary hazards and risks of his employment, and is not entitled to recover damages.

### ASKS A SIGNIFICANT QUESTION

**Counsel Inquires if Wood Was Piled for Buying or Selling.**

"Was the wood piled the way you people buy it, or was it piled the way you sell it?"

This significant question was asked by Roger B. Sinnott yesterday in Judge Cleland's court, during the trial of the suit of the Pioneer Morrison-Street Fuel Company against Churchley Bros., rival fuel dealers. The dispute concerns 288 cords of wood which was at Adams' Landing, Scappoose Bay, which the plaintiffs allege the defendants unlawfully took possession of, and they sue for its value, $716. Churchley Bros. say they purchased the wood.

James O. Spencer occupied the witness stand and had just stated that the Pioneer Company had advanced money to pay for cutting the wood and told of measuring some of it, when Mr. Sinnott interrupted to inquire if wood was measured the same by dealers when it was bought as when it was sold. The witness responded: "I don't understand that question. I suppose when you sell a cord of wood, you sell a cord of wood." Counsel subsided, and the trial proceeded.

### WILL NOT ACCEPT FERRY-BOAT

**City Must First Place Craft in Good Condition.**

The members of the County Commissioners' Court will not accept the new Albina ferryboat, Lionel R. Webster, until they are satisfied that all necessary changes have been made to put the boat in good running order. Mayor Williams and a party consisting of city officials had the boat operated last week by a competent engineer and pilot, and afterwards expressed the opinion that the boat worked well.

Judge Webster still says that the boat is not properly equipped, and Commissioners Barnes and Lightner are of the same mind. Speaking of the matter yesterday, Judge Webster said: "One of the long arm-cranks which operate the wheels actually wabbles from side to side and knocks and pounds. The boiler itself is shaky, and the old engine would not pump water more than half the time. I know that we had as capable men on the boat when we made the trial trip as had the city, and I know the boat was unmanageable. It is useless for the city to say that the craft meets with all the provisions of the contract. However, we are going to investigate it thoroughly before we do anything further. I am not going to accept another boat unless it is completed, for the last one cost us over $1000 to fit it up so it could be used."

**Jurors Drawn for the May Term.**

The following jurors for the May term of the State Circuit Court, which begins May 1, were drawn from the jury list yesterday:

John Alstadt, florist; D. C. Anderson, merchant; Carl Abendroth, laborer; Hiram R. Alden, dentist; Ira E. Allen, bookkeeper; Ernest W. Ball, druggist; Roy C. Bateman, merchant; John Bays, contractor; A. W. Bird, capitalist; Frank Botefuhr, merchant; Joseph J. Bowen, merchant; Otto F. Brandes, salesman; Albert Brix, merchant; F. Scott Brooke, real estate; William M. Cake, Sr., physician; August Carlson, manufacturer; H. T. Clarke, superintendent; Al Cleveland, farmer; J. W. Cook, salmon packer; William H. Courtney, capitalist; Adolph Dekum, hardware; W. A. Dempsey, manufacturer; William Donnovan, transfer; M. J. Driscoll, stableman; A. H. Ellers, merchant; A. J. Fanno, farmer; Henry J. Fish, paints; Henry Fleckenstein, merchant; J. M. Fowler, captain; Sigmond Frank, merchant; Harry S. Godshell, laborer; H. D. Crandon, manufacturer; Frank Hacheny, real estate; J. L. Hartman, insurance; M. P. Henderson, manufacturer; T. I. Hickey, yardman; William Hickey, captain; Frank B. Higgins, clerk; J. J. Jennings, furniture; P. E. C. Johnson, merchant; Penumbra Kelly, clerk; S. J. LaFrance, merchant; Austin Lewis, farmer; William Macbeth, clerk; J. M. McBride, salesman; S. B. McBride, blacksmith; Roy McLean, salesman; W. W. Miner, marbleworker; Johan Poulsen, millman; J. H. Peterson, liveryman; Jacob Pittenger, dairyman; C. E. Potter, merchant; R. A. Proudfoote, restaurant; H. J. Scherner, grocery; S. F. Siferd, clerk; Samuel Strouss, restaurant; C. H. Thompson, broker; N. C. Tomelson, real estate; T. S. Townsend, creamery; J. L. Vestal, druggist.

**Wants Damages for Loss of Eye.**

The trial of the suit of Manuel Nunez Pereira against the Star Sand Company for $30,000 damages for the loss of an eye, was resumed before Judge Sears yesterday. Pereira testified that he was working at the rock crusher when a box full of rock was raised from a flatboat with an engine, and derrick, and the rock dumped into the crusher. The hooks attached to the chain of the box, and thence to a rope which extended to the derrick, became unfastened. The engineer carelessly continued to work the engine, causing the hooks to swing about violently, and one of them struck plaintiff in the eye. The accident occurred on April 5, 1904. He was taken to the hospital where he remained some time, and in September was compelled to return to the hospital.

On cross-examination O. F. Paxton, attorney for the defense, endeavored to show that the Star Sand Company offered to furnish necessary medical treatment, and paid the second hospital bill, and agreed to pay the first one, which Pereira paid. Pereira was also asked if he had not consulted Judge Munly and Dan J. Malarkey concerning his case, and if they both had declined to bring suit for him. Just before court adjourned for the day, Paxton argued a motion for a nonsuit.

**Sues Street Railway for Injuries.**

C. Ben Riesland alleges that he was thrown off a streetcar at Union and Ainsworth avenues by the conductor on April last and seriously injured. He filed suit against the Portland Consolidated Railway Company in the State Circuit Court yesterday for $10,000 damages. Riesland says in his complaint that he desired to go from the car and gave a signal to that effect. The motorman slacked the speed of the car, and he proceed to the lower step preparatory to alighting. The conductor then, Riesland avers, without provocation, wilfully and maliciously assaulted, cursed and kicked him, forcing him to release his hold on the car, which in the meantime had started up and attained a speed of 20 miles an hour. The plaintiff alleges that he was thrown with great violence to the earth and sustained many bruises and abrasions on his body and limbs, and injuries to the knee and of the hand and wrist.

**File Incorporation Articles.**

Articles of incorporation of the Water Chutes Company were filed in the office of the County Clerk yesterday by J. J. Tinker, William Jacobsen and A. C. N. Berry. The purposes of the corporation are to erect and maintain water chutes or contrivances known as "chute the chutes" at places of public amusement, expositions, etc. The amount of the capital stock is $10,000.

John H. Bowman, D. F. Knapp and B. K. Knapp filed incorporation articles yesterday of the Western Paint & Chemical Company; capital stock, $25,000.

**Child's Face Burned by X-Ray.**

The suit of C. A. Ball against Doctor Ralph C. Walker to recover $10,000 damages because of severe burns about the face and head sustained by his little daughter, Helen, resulting from X-rays treatment administered by Dr. Walker, will be submitted to the jury this morning by Judge Frazer. Arguments were made yesterday afternoon by Gus C. Moser for the plaintiff, and W. W. Cotton for the defense. Witnesses called by the defendant were Doctors F. Gullette, George F. Wilson and J. C. King.

**Boys Accused of Trespass.**

Fred Rice, Fred Fuchs and Arthur Westerman, all of boyish years, appeared before Justice Reid yesterday charged with trespass upon information of Ellis Raab. It is alleged the boys wrongfully entered the premises of Raab on the Canyon road about a quarter of a mile west of Sylvan. The defendants were given further time in which to plead.

**Dispute Over Wages Due.**

The case of Mrs. J. M. Wharton vs. S. H. Abrams, brought to recover $50 alleged to be due as salary, was heard by Justice Reid yesterday and taken under advisement. Mrs. Wharton claims this amount for services rendered in the tailor shop of the defendant, while he answers that there is but $3 due her.

**Very Bad Cough Cured by Chamberlain's Cough Remedy.**

For three months Mr. Gail Woodworth of Stevens Point, Wis., was troubled with a very bad cough. He doctored continually, but got no permanent relief until he used Chamberlain's Cough Remedy, which effected a cure. A great many others have had a like experience. Most cough medicines are merely palliative—that is, they give only temporary relief—while Chamberlain's Cough Remedy cures the disease that causes the coughing and effects a permanent cure. No one can afford to neglect a cough, for a persistent cough is the first symptom of consumption, the most fatal of all diseases. This remedy is for sale by all druggists.

# HENRY JAMES IN TOWN FOR DAY

## With English Exclusiveness He Holds Himself Quite Aloof.

## AN EXPATRIATED AMERICAN

**After His Recent Somewhat Cold Criticism of Western Life and Men, the Novelist Declines to Be Interviewed.**

Henry James, one of America's leading writers and critics of the ways and manners of men, spent a quiet day in Portland yesterday. He came to the Portland Hotel late Sunday night and registered simply Henry James, London, by that showing he did not consider this country his home.

A man of extraordinary literary ability and the foremost exponent of style among the class of American authors of whom he and William Dean Howells are easily the greatest, Henry James has forsaken America for 30 years, taking up almost continuous residence in England and becoming in the end almost an Englishman himself. Admiring the English qualities which are most un-American, exclusiveness and reserve, he has found life more to his liking in the world's metropolis, and since the '70s has spent almost all his time there. Each trip to this country has become shorter and he has finally become practically an alien.

HENRY JAMES, THE FAMOUS NOVELIST, WHO SPENT YESTERDAY SIGHT-SEEING IN PORTLAND.

**Has the English Reserve.**

Admiring reserve, he has many times criticised the American open manner, particularly when it became "gushing." Since he has been in this country on the present journey he has on one or two occasion made rather open comment on the people, especially Westerners, which have not been taken with altogether a good grace. The Westerners have not fancied criticism from a Londoner, who, although of their own blood, does not sympathize with the country's healthy enthusiasm. President Roosevelt himself has come in for a share of his criticism, and, the newspapers taking up the comments, Mr. James has retired into his shell and refused to see any newspaper representatives.

Yesterday at the Portland Mr. James declined to see a reporter. He showed a decided inclination for his own company and as far as known spoke to no one beside the desk clerk and the baggageman.

**Spends Day on the Streets.**

Mr. James spent a pleasant day, however, and was about the streets most of the time. Short and stocky, smooth-shaven and rather inclined to stoutness, he was dressed in a loose, English-cut traveling suit and paid little heed to the occasional sprinkling of rain. He visited the Fair grounds for a short time, but the thing which seemed to interest him most was the life of the streets. He avoided introductions to clubs and was not formally entertained, as the case with most distinguished men who come to Portland. Though scarcely a more distinguished man has been here for many months, Portland was not given an opportunity to show its hospitality, as by the time that it became known that Mr. James was here, he had already left for the Sound. He has been spending several weeks in California and was traveling northward to see the country on his way East. And knowing that the best way to become acquainted with the life of the people is to wander about the town, seeing the best and the worst, Mr. James followed his own bent and went his own way.

Some of the better-known books written by Henry James are "Trans-Atlantic Sketches," "The Americans," "The Europeans," "The Awkward Age," "A Little Tour of France" and "The Sacred Font," besides several volumes of short stories and sketches. His writings are regarded by many as difficult to read on account of his involved style, but to those who admire his style, there is none to compare with it for comprehensiveness of expression.

**Association Football Plans.**

Plans for the opening games of the season were discussed at a meeting last night of the executive committee of the Portland Association Football Club. It was decided that the first game will be played with two Portland elevens in this city about the middle of May, when it is hoped that among the spectators may be counted some of the members of the British societies in town. Secretary Dyment was instructed to arrange for a match between Portland and the strong eleven of Ilwaco, at Ilwaco, about the end of May. Ilwaco is a formidable proposition in the football line, but it is asserted by those who know that Portland at last has an association eleven that will beat all opponents on the Pacific Coast. So all comers will be welcome. A conversation took place about football games at the Lewis and Clark Exposition this Summer, and it is thought that in addition to the Portlands, teams representing these towns will try for the championship: Vancouver, or Victoria, B. C., two clubs; and one club from each of these places: San Francisco, South Bend, Ilwaco, Fossil, Seattle and Tacoma. Letters will be written in a day or two by the Portlands' secretary to representatives of all association football clubs in the Pacific Northwest telling them about the approaching association football tournament at the Exposition.

## ONLY WORK TO DRAW PAY

**Boatman at Astoria Is Therefore Disapproved by Governor.**

SALEM, Or., April 17.—(Special.)—The action of the last Legislature in electing a boatman at Astoria received executive disapproval today when Governor Chamberlain refused to approve the boatman's official bond.

The Governor had no objection to the sufficiency of the bondsmen, but takes the position that the boatman's office was abolished by implication. The work of the boatman is to take the Health Officer out to ships which have entered the harbor at Astoria, and for this he receives a salary of $500 a year. The last Legislature abolished the position of Health Officer, but did not repeal the law creating the office of boatman.

It will be remembered that the election of a boatman was used as a subterfuge to get the Senate and House of Representatives into joint convention in order that the members of the Legislature might be taken by surprise and a vacancy on the Port of Portland Commission filled.

At that time James Keating, of Astoria, was elected boatman to succeed himself. The law creating the office fixes the term at two years, and does not provide that he shall hold until his successor is elected and qualified. Since the Governor has refused to approve the bond, it would seem that Keating is out.

The Governor remarked tonight that if mandamus proceedings should be brought and he be compelled to approve the bond, he will remove Keating from office under that section of the statute which authorizes him to remove the boatman for inattention to duty. The Governor thinks it is impossible for a boatman to be attentive to duties which have been abolished.

**Will Sell Seized Fishnets.**

ASTORIA, Or., April 17.—(Special.)—A suit was filed in the Circuit Court today by Fish Warden Van Dusen against Anton Pederson, asking that a gillnet, consisting of 270 fathoms, which was seized on March 17, be condemned and ordered sold. A letter was received today by the firsh warden from W. W. Smith, who has been acting as water bailiff on the Clackamas and Willamette Rivers, stating that during the closed season he had seized 12 setnets and one gillnet, all of which had been shipped to this city.

# BAR PILOTS OBJECT

## Want Dredge Chinook Put to Work at Mouth of River.

## LANGFITT GETS HER HERE

**Senator Fulton Arranges for Meeting at Astoria to Consider Matter--Cofferdam Being Built for Use on Elder.**

ASTORIA, Or., April 17.—(Special.)—Major Langfitt, United States Engineers, was here today and gave orders for the bar dredge Chinook to proceed to Portland Wednesday to be laid up for the Summer.

A strong effort is being made by the bar pilots and other local shipping interests to induce the department to rescind its order and keep the dredge at work during the coming Summer. At the request of the pilots, Senator Fulton conferred with Major Langfitt today and arranged for a meeting between the pilots and Major Langfitt to be held here, probably next Friday. The plan is to invite the leading shipping men of Portland to be present, so that the matter can be thoroughly discussed.

In presenting their case to Senator Fulton and enlisting his aid in behalf of their contention, the pilots were most urgent in their opposition to the dredge being taken off the bar. They did not oppose the construction of the jetty, but argued that the dredge is the only thing that will afford immediate relief. In support of their contention they asserted that where the dredge was at work last season there are now 23 feet of water, whereas, when she went to work there were but 19 feet, an increase of four feet, and this increase is due, they contended, almost entirely to the work done by the dredge.

### NICOMEDIA IS COMING ACROSS

**Aragonia Sails Tomorrow for Orient With Full Load.**

The steamship Nicomedia, the next Portland and Asiatic liner due here, sailed from Hong Kong on April 14, according to advices received at the local office yesterday. She will be in port about May 14. Already a large quantity of freight has been booked for her, and nearly 40,000 barrels of flour are in sight at this early date. It is probable that more flour reservations will be made.

The Aragonia will complete her cargo at Albina dock and will leave down the river tomorrow morning bound for the Orient. She will carry cargo worth about $500,000, including 50,000 barrels of flour, the bulk of which goes to Japan. The steamer will also take valuable shipments of cotton and tobacco.

The Numantia, which will follow the Nicomedia, is scheduled to sail from Portland June 4, but may be a little later, as she is behind in her schedule. If she is not too late she will likewise carry out a good quantity of flour. The increased Japanese tariff goes into effect on July 1, and shippers will not take the risk of sending over much flour on her unless it is certain she will make port in time.

### TWO STEAMBOATS ARE VISITED

**Admiral Kempff on the Altona and N. R. Lang.**

Admiral Kempff "caught" only two steamboats yesterday. He took them both unawares, as is his custom, but nevertheless found them prepared.

In company with Local United States inspectors Edwards and Fuller, the admiral boarded the steamer Altona, of the Oregon City Transportation Company, in the forenoon. The men were put through the fire and boat drills and showed that they knew their business thouroughly. The life-saving apparatus of the steamer was found to be in excellent condition. In the afternoon the party visited Oregon City and inspected the steamer N. R. Lang, owned by the Willamette Pulp & Paper Company. Her crew also made a good showing and no fault was to be found with the vessel's equipment.

The steamers Albany and Annie Comings had their regular annual inspections in the morning.

**COFFERDAM FOR ALLEN.**

**New Plan Adopted for Raising the Steamer.**

Archibald Macfarlane, who is superintending the work on the steamer Geo. W. Elder for the San Francisco insurance companies, has adopted a new plan for raising the vessel. He has ordered a cofferdam, which is being built at the yards of the St. Johns Shipbuilding Company, and with this he believes the ship can be successfully floated. The cofferdam will be taken down to Goble Thursday and when placed in position one more effort will be made to lift the Elder from the sharp rock on which she stranded.

The last attempt to pump out the steamer revealed defects in one of the bulkheads. This has been fixed, and with the aid of the cofferdam it is thought that the sunken steamer can be brought up.

**Dock in Danger of Collapsing.**

The Kellogg dock, at the foot of Salmon street, came near collapsing yesterday from excessive weight placed upon it. Over 100 tons of farming machinery placed on the upper dock proved too much for the supporting timbers. The warning came with the cracking of the beams and planking, but braces were hurriedly put in by the dockmen, which will answer temporarily until repairs can be made.

**Berlin Goes to Nushagak River.**

ASTORIA, Or., April 17.—(Special.)—The American ship Berlin, the first of the local cannery fleet, crossed out today for Nushagak River, Alaska, with supplies for the Alaska Fishermen's Packing Company's plant. The ship Sargent cleared today for the same point, and she is expected to sail tomorrow, as is the ship St. Nicholas.

**Finn Captains Blow Out the Gas.**

NEW YORK, April 17.—Two Finnish sea Captains, M. Solund and N. Turneviat, en route from their home port, Oeland, Finland, to Portland, Or., to take charge of vessels, were probably fatally overcome by gas today in the Home for Scandinavian emigrants here. They are in a hospital in a serious condition. They arrived here yesterday on the American liner St. Louis. It is believed the men blew out the gas when they retired last night.

**Coos Exhibits on Alliance.**

The steamer Alliance, which has arrived from Mansfield, brought up among her other cargo the material for the Coos County building at the Fair, and most of the county exhibit. In the latter is a mammoth log around which are entwined the roots of a great spruce tree. F. H. Brigham, who is the architect of the building, and W. S. Turpin, the contractor, were passengers on the Alliance.

**Marine Notes.**

The steamer Dumbarton began loading flour at the mills yesterday morning.

The steamer Acme sailed from Vancouver yesterday afternoon with a cargo of lumber for San Francisco.

The British ship Holt Hill will leave down the river tomorrow bound for Niuchwang, with nearly 2,000,000 feet of lumber.

The schooner Churchill has completed her cargo of 850,000 feet of lumber at the North Pacific mill and will start down the river Thursday.

The British ship Blythswood, which is well known here, has been chartered by J. and A. Brown to load coal at Newcastle for this port.

**Domestic and Foreign Ports.**

ASTORIA, April 17.—Condition of the bar at 5 P. M., smooth; wind northwest; weather cloudy. Arrived down at 3 and sailed at 9:30 A. M.—Steamer Columbia, for San Francisco. Sailed at 9:30 A. M.—American ship Berlin, for Nushagak. Outside at 5 P. M., a three-masted barkentine.

San Francisco, April 17.—Arrived at 6:30 A. M.—Steamer Redondo, from Portland and coast ports. Arrived—Steamer Cacique, from Everett. Sailed at noon—Steamer Oregon, for Portland.

Falmouth, April 16.—Arrived—French bark Europe, from Portland.

Queenstown, April 17.—Arrived—French bark Asie, from Portland.

**State Papers for Teachers.**

OLYMPIA, Wash., April 17.—(Special.)—At the recent meeting of the State Board of Education, life diplomas and state certificates were issued to the following-named persons:

Life diplomas—J. A. Tormey, Spokane; Thomas A. Stiger, Everett; Frank B. Cooper, Seattle; Albertine E. Rodman, Sunnyside; A. Anna Hubbard, Cheney; Avis G. Chapel, Spokane; Agnes I. Easson, Spokane; Lenna J. Warmoth, Sumner; H. H. Barton, Northport; Cora E. Ingram, Dayton; George F. Thompson, Ellensburg.

State certificates—Dora C. Burgess, Tacoma; Dorothy Cooper, Centralia; Rollin E. Blackman, Sunnyside; Helen L. Holmes, Seattle.

**Baby Played With Rifle.**

ECHO, Or., April 17.—(Special.)—Russell Sloan, the 22-months-old son of Frank Sloan, of Upper Butter Creek, was buried today. He was playing with a 22-caliber rifle and discharged the weapon, the bullet entering his mouth and passing through the head. The child lived six hours, but Dr. F. R. Dorn could do nothing to save his life.

**Clackamas Circuit Court Open.**

OREGON CITY, Or., April 17.—(Special.)—The Spring term of the Clackamas County Circuit Court was convened by Judge McBride this morning. Orders of default and reference were made in the following divorce suits: R. Stish vs. J. Stish, Adelphi Allen vs. J. Guy Allen, Iva B. Meleen vs. N. F. Meleen. A decree was rendered in the suit of Mary A. Knox vs. Leighton B. Knox. In the $2000 damage suit of William McDonald against Clackamas County, the demurrer of the defendant was overruled, and the county was given until April 21 in which to further plead.

**Baker City Will Show 6300.**

BAKER CITY, Or., April 17.—(Special.)—The project for retaking the city census has fallen through. It was discouraged by the County Commissioners, and the persons interested have ceased agitation. The Assessor says that after all corrections have been made and all the mavericks rounded up the perfected list will foot up 6300.

The action of Carter's Little Liver Pills is pleasant, mild and natural. They gently stimulate the liver and regulate the bowels, but do not purge.

**THE END OF THE GRIP**

**REACHED AFTER EIGHT YEARS OF COMPLICATED TROUBLES.**

**Deafness, Hissing Sounds in Head, Stomach Disorder, Palpitation of Heart and Debility Overcome at Last.**

Mr. Newman certainly had a very tough time with the grip, and it is no wonder that he thinks that the remedy that cured him can't be beat. His case shows how profoundly grip poisons the system and how obstinately it resists all ordinary efforts to eradicate it.

Few cases can be worse than Mr. Newman's for he had head, heart and stomach troubles combined with great weakness. He recently said:

"The attack of grip which I had eight years ago left me in a very bad fix. I became nearly deaf and my head ached continually and was filled with hissing and roaring sounds. My heart fluttered and had regular running-away spells. My stomach was so sore that I could hardly bear a touch on that part of my body. I had a great deal of pain in the region of my liver and the doctor said that organ was enlarged. My kidneys ached so at times that I could hardly stand."

"Didn't you give up and go to bed?" he was asked.

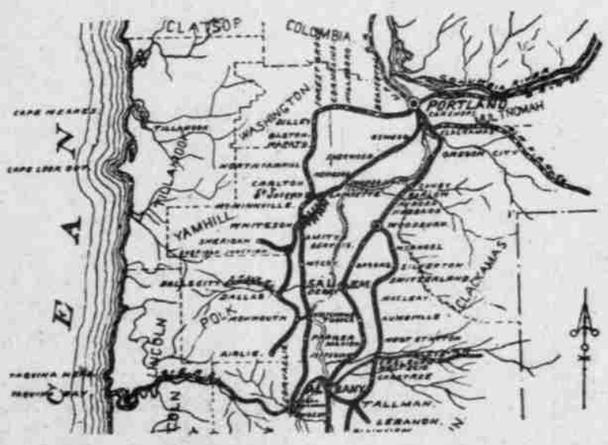
"No, I simply wouldn't. My head and my back ached dreadfully, but I obstinately dragged myself about, kept growing worse and finally ran down to almost nothing."

"What did you do to get relief?"

"First I tried a doctor, but he did me no good. Then I took all kinds of advertised preparations but nothing proved helpful until I began to use Dr. Williams' Pink Pills. As soon as I got them I knew that I had at last hit the right remedy for my case. The very first box did more for me than anything else I had ever taken. They gave me relief right away and in three months they positively cured me. I think I was scarcely ever in better health in my life than I am at present."

Mr. William A. Newman is a well-known Camden county farmer, living at Sagrada, Missouri. His case was a severe test for any remedy, but Dr. Williams' Pink Pills met every requirement. Other remedies merely drive the poison of the grip into hiding, but Dr. Williams' Pink Pills drive it out of the system. They are sold by every druggist.

## LA FAYETTE-ST. JOSEPH CUT-OFF AUTHORIZED BY GENERAL MANAGER WORTHINGTON




MAP SHOWING THE NEW LINE AND THE OLD ROAD WHICH WILL BE ABANDONED.

Construction on the La Fayette-St. Joseph cut-off on the West Side division of the Southern Pacific has been authorized by General Manager R. A. Worthington and work will begin as soon as the men can be gathered together and taken to the ground.

It was printed some time ago that the tracks between St. Joseph and La Fayette would be linked together for the purpose of betterment in the traffic arrangements and on account of economy in maintenance, but yesterday was the first official announcement that has been made.

Mr. Worthingtin in making public his intended action said yesterday afternoon: "I have just authorized the construction of the cut-off between La Fayette, on the Yamhill division, to St. Joseph, on the West Side division, two and one-quarter miles in length. The new track will pass through the town of La Fayette and skirt along the north bank of the Yamhill River without crossing the stream. This new line will cost approximately $65,000. There will be 8.5 miles of the Yamhill division abandoned by this cut-off, from La Fayette to Whiteson, which has been difficult to maintain owing to the large bridge crossing the Yamhill River, together with many small trestles. The distance to be traversed from La Fayette to Whiteson will be just one mile in excess of the present mileage. By the construction of this cut-off direct train service will be given from Sheridan, Dundee and the principal towns in Yamhill County, with McMinnville, the county seat, which will undoubtedly be very much appreciated by the people in that section."

The new line will necessitate the construction of three fair-sized trestles, none of which, however, will be so high or so long as the bridge and trestle now maintained over the Yamhill River at La Fayette. The latter will be abandoned and the track will be taken up for the entire eight miles between La Fayette and Whiteson, but since there are no towns along the line the abandonment will work no hardship to any of the residents. One reason for the construction of the cut-off is that it would require practically the same amount to rebuild or repair the trestles over the eight miles of road as it would to make the short new line and do away with the expensive stretch of track.

The change is taken to mean the beginning of a new era in West Side transportation. Within a week the new gasoline motor-car now being tested in Omaha will be started for its long trip across the country to Portland, where it will be put in service over the West Side track as far as Hillsboro or Forest Grove. This will be but the first step, however, it is argued, and a short time will see the motor-cars running over the entire length of the West Side lines, including both divisions. This action will have to be taken by the Southern Pacific to protect its territory from the raids of contemplated electric lines now proposed and about to be constructed.

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