

CENTER OF OREGON
Land of Buttes, Dead Craters
and Sandy Plains.

HAS MANY LEVEL VALLEYS

Professor Russell Describes Great
Central Plain of Oregon, Through
Which Deschutes River Makes
Rich, Beautiful Valley.

OREGONIAN NEWS BUREAU, Wash-
ington, May 22.—Central Oregon has been
under exhaustive study by Professor
Israel C. Russell, of the Geological Survey,
and the report of his observations,
when printed, will present many facts not
generally known, but which ought to be
compared with other parts of the country.
Central Oregon has been little ex-
plored and little is known of it. Professor
Russell's report will make his readers
more or less familiar with the country
he traversed. The following summary of
his report is given out by the Geological
Survey:

One of the least known sections of the
United States is Central Oregon. The
relief of surface in this section presents
well marked contrasts, ranging from
nearly level feature surfaces of about 4000
feet, where the general elevation is
about 4000 feet, to the rugged snow-
capped summits of the Cascade Mountains,
the highest of which, Mount Jefferson,
reaches a height of 10,242 feet. The con-
trast between the region extending 150 or
more miles east of the Cascade Mount-
ains, and the great series of peaks and
ridges bounding it on the west, is so
great that the former region, although
actually rugged, seems by comparison
monotonous and lacking in relief of
surface. But for trace of mountains, the
importance of the great mountains on
its western border, however, the central
portion of Oregon would in general
be recognized as a level plain.

Special consideration was given to
the geology and paleontology, as well
as to the water resources. Almost in
the exact geographic center of the
state is what is known as the great
sandy desert, an extensive tract of
nearly level land which has been
termed sandy on account of the thick
sheet of pumiceous sand and dust that
covers large portions of it. The length
of the desert is in the neighborhood of
150 miles, and its width is from 20 to
30 miles. It is a level plain, the surface
of which one might drive through-
out its length, and even for a much
greater distance than that indicated
above, without meeting any greater
obstruction than the aridity of the
region, without finding a single water-
ing place for men or animals. The bor-
ders of this vast tract are indistinct,
as it is bounded by mountains, both
of volcanic origin and of upheaval,
which unite to form the central plain.

Many Extinct Volcanoes
On the plain itself there are prom-
inent elevations, either standing as
isolated buttes or as groups of hills or
mountains, which are rendered espe-
cially conspicuous, because of the gen-
eral smoothness of the surface from
which they rise as well as by the
steepness, and in some instances the
ruggedness of their sides. The most
common and conspicuous elevations are
due to volcanic eruptions. In travel-
ing west from Burns to Sisters a num-
ber of the volcanoes were found in the
first half of the journey, and farther
west a number of ancient craters or
much-eroded volcanic peaks and nu-
merous young volcanoes were located.
These young volcanoes are situated
for the most part in the northern part
of Lake County and in the south-
western part of Crook County. Their cones
are of numerous instances that
erosion has not yet broken their crater
rim, are so numerous that 50 or more
frequently can be counted in a single
view, while a change of a few miles
in the direction of the formation
perhaps as many more within the
range of vision.

The topography of the whole region
is characterized by the broadness of
its elevations, which are of a mi-
nor way to the presence of eminences
left by widely extended erosion, but
principally by the constructive volcanic
activity. The valleys, which are in
mountains, buttes, hills, etc., are in
general level floored. Sheets of basalt
which have invaded the valleys and
given them level floors occur widely
throughout this section, and in many
localities form the present surface.
These lava sheets range in thickness
from 80 to 100 feet, and an average
minimum, up to probably several hun-
dred feet. Following the spreading
out of the volcanic products, both
liquid and fragmental, came a heavy
and widely distributed shower of
pumiceous fragments ranging in size
from dust particles to masses of high-
ly vesicular pumice two to three feet
in diameter, which are scattered on
the plains and mountain ranges in
thickness up to at least 70 feet. This
covering lies on it like a great snow-
fall over an extent of several thousand
square miles, particularly east of the
Cascades. It not only has produced
many changes in the minor features,
but on account of its extreme porosity
is one of the leading factors contrib-
uting the agricultural value of the coun-
try it covers.

Arid Interior Basin.
This portion of Central Oregon forms
the extreme northern end of the great
interior basin, which for so long was
regarded as the insuperable barrier to
Western development. The portion of
the great basin in South-Central Ore-
gon comprises the country west of
Harney and Malheur lakes and north
of Warner, Albert, Summer and Silver
lakes, and also about 40 townships
northwest of the Glass Buttes. It is
practically without surface streams,
owing to the small precipitation, the
porous character of the soil and the
fissured condition of the underlying
lava sheets. The entire region shares
in the same general geologic and cli-
matic conditions; the valleys are occu-
pied for the most part by basaltic lava
flows; the surface over broad areas is
composed of loose porous material,
largely volcanic dust and lapilla; the
rainfall is small and the surface
streams are generally absent. A char-
acteristic feature of the great sandy
desert and of the adjacent country is
the presence of eroded valleys and ca-
nons disproportionately large in refer-
ence to the weak streams now occu-
pying them, and what is even more
conspicuous, the presence in several
instances of stream channels no longer
occupied by water. These features are
similar to and, in fact, form a part of
the characteristic of the great basin
and much of the country adjacent to
it, particularly on the north, showing
that what is now an arid country was
formerly well watered. One of these
stream channels has a length of
about 75 miles, its course is well de-
fined, and in certain localities it is
a narrow, steep-sided canyon at least
100 or 400 feet deep, cut in basalt. In
the memory of the oldest inhabitants

Beautiful Deschutes Valley.
One of the most remarkable streams
embraced in the area investigated is
the Deschutes River, a fine stream of
clear, cool water which has its source
on the east slope of the Cascade
Mountains, flows northward, and joins
the Columbia about 25 miles above
The Dalles. The country it drains is
forested and holds several lakes of ex-
ceeding beauty, on account of the
clearness of their waters and the pri-
vileged wildness of the forest-covered
mountains about them. Owing to the
retention of the main tributaries of
the river in lakes, as well as the forest
shelter of its drainage, and also to the
fact that nearly the whole of the
region drained by the head channels
of the river is covered by a thick sur-
face sheet of pumiceous dust, which
acts as a filter, in addition to the fea-
tures just described, the Deschutes is
of special interest to geographers, as
it exhibits certain peculiarities not
commonly met with. Although flow-
ing from high plains on which precipi-
tation varies conspicuously with sea-
sonal changes, and where snow melts
rapidly in the heat of Summer in-
creases, its volume over a large sec-
tion of its course is practically con-
stant throughout the year.

ENGINEERS' OPEN BIDS
For Extending Coquille Jetty and
Repairing Lighthouse Dwelling.

Major W. C. Langlett, United States
engineer, yesterday opened bids for the
extension of the north jetty at Coquille.
The bids, which were forwarded to
Washington, were as follows:
John Kiernan \$12,200
A. K. and A. M. Bentley 4,720
J. A. McCabe 4,200
The bids were also followed by cellular
repairs to the dwelling at the New
Dungeness light station on Puget Sound,
as follows:
Washington Light Townsend \$438
Dundon Bridge & Construction Co.,
San Francisco 677
Charles G. Barrett, Anacortes 544
J. A. Frazier and Co., Astoria 820
Henry A. Cotton, Port Townsend 540

WILL TAKE LUMBER TO MANILA
Drumcraft Is Chartered by Pacific
Export Company.

The British bark Drumcraft was char-
tered yesterday by the Pacific Export
Company to take a cargo of
lumber to Manila. The bark arrived at
Honolulu June 19 with coal from New-
castle, N. S. W., and on Monday
the cargo was discharged and will proceed to this
city.

Fast Time Down the Coast.

SAN FRANCISCO, June 22.—(Special.)—
A large fleet of coasters came into port
today bringing lumber and coal from the
forests and mountains slopes.
The barkentine Amelita came down from
Gray's Harbor in steamship time, making
the run in three and a half days. The
scholarship, built at Seattle by a Har-
bor, was not slow, having bowled her way
from port to port in just 30 hours. The
barkentine Planter came down from Port
Hudlock in five days.

Another Steamer in Toledo's Place.

ABERDEEN, Wash., June 22.—(Special.)—
The taking off of the steamer Toledo
from the Gray's Harbor-Portland run
has caused considerable surprise, though
the boat was too small for the passenger
trade the business presented well, and
it is expected that another vessel of bet-
ter accommodations will be put on
shortly.

New Steamer for Alaskan Trade.

VICTORIA, B. C., June 22.—The Cana-
dian Pacific Railway Company has given
a contract to build a new steamer for
the construction of a new passenger steamer
to cost in the neighborhood of \$100,000.
The new steamer will be used in North-
ern British Columbia and Alaska trade.

Acme Towed to San Francisco.

SAN FRANCISCO, June 22.—The steam
schooner Acme that was badly damaged
by fire in the harbor at Eureka about a
week ago was towed to this port today
for repairs.

Domestic and Foreign Ports.

ASTORIA, June 22.—Condition of the bar
at 5 P. M. smooth; wind west, weather
cloudy. Arrived at 4:30 A. M. and left up at
12:30 P. M.—German steamer Arabia, from
Hongkong and way ports. Arrived down at
4:30 P. M.—Schooners O. M. Kellogg and
Mabel Gale.
SAN FRANCISCO, June 22.—Arrived at 8 A. M.
—Steamers Arvia, from Portland, and Sa-
quala, from Astoria. Arrived—Steamer M. F.
Plant, from Coos Bay; barkentine Amelita,
from Gray's Harbor; schooner Dauntless,
from Gray's Harbor; steamer Astoria, from
Seattle; Steamer-Herb steamer Queen Alex-
andra, from Yokohama.
Higo, June 22.—Arrived previously—
Steamer St. Hugo from New York, via
San Francisco. Arrived—Steamer M. F.
Plant, from Coos Bay; barkentine Amelita,
from Gray's Harbor; schooner Dauntless,
from Gray's Harbor; steamer Astoria, from
Seattle; Steamer-Herb steamer Queen Alex-
andra, from Yokohama.
Higo, June 22.—Arrived previously—
Steamer St. Hugo from New York, via
San Francisco. Arrived—Steamer M. F.
Plant, from Coos Bay; barkentine Amelita,
from Gray's Harbor; schooner Dauntless,
from Gray's Harbor; steamer Astoria, from
Seattle; Steamer-Herb steamer Queen Alex-
andra, from Yokohama.

More Money for Army in India.

LONDON, June 22.—Indian Secretary
Brodrick, in presenting the Indian budget
in the House of Commons, said it was his
duty to ask the House to increase the
charge for military service by about £12,
200,000.

Oregon Man Takes St. Louis Bride.

ST. LOUIS, June 22.—(Special.)—A mar-
riage license was issued today to C.
Frank Doughton, of Lebanon, Or., and
Corra George, of St. Louis.

Pure Food and Burnett's Vanilla

See the name, see Burnett's and take no risks.

NINETEEN KILLED

(Continued From First Page.)

ending of his gold watch imbedded in his
charred body. The cases of the watch
had been melted together. They were
pried open and his name was found en-
graved upon the inside. His wife saw the
name and fell in a faint.
The body of Meckling was identified by
his eye-glasses.

The first death today of the injured
was that of H. H. Wright, of the G. M.
Featherstone Foundry and Machinery Com-
pany, of Chicago. Other deaths followed
at intervals of half an hour or longer
until noon, when the list of badly in-
jured had been exhausted.
Thirty pouches of mail were carried
on the train, 30 from Chicago and 10 from
Toledo. Some of the bags were caught in
the flames, but their contents were only
partially burned, and much of the mail
was saved. It was resorted, repouched
and sent East today.

Fireman Escapes by Miracle.

The wrecked train was making nearly
70 miles an hour when the accident oc-
curred, according to the fireman, Aaron
Gorham, of Newark, O., who was badly
burned. He miraculously escaped death.
"We were speeding like the wind," said
Gorham, "when the engine left the track.
It occurred so quickly that I little knew
what happened until we crashed into the
Mentor freighthouse. I neither heard nor
saw the engine after that."
"The engine overturned, and somehow
the tank managed to fall upon me, but
not heavily, and I was sheltered by it. I
lost consciousness from the terrible blow
which I had received upon the head, and
I knew nothing until I was dragged from
underneath the wrecked engine. My es-
cape was positively a miracle, since I did
not meet the fate of poor Taylor."

One of the most appalling features
of the wreck was the burning of the dead
and injured.
A. P. Head, of London, England, had
inhaled flames and smoke. His tongue
was swollen and his lungs were seared so
that the doctors declared he could live
only a few hours.
H. H. Wright, of Chicago, was pinioned
in the train, and was partly extricated
by his own efforts when the flames over-
took him and burned him so severely that
he died later. He was brought to Clevel-
and in the relief train. His arms and
head were burned so badly that he was
hardly recognizable.
Mentor, the scene of the wreck, is the
home of the widow of the late President
Garfield.

Tragic Meeting of Friends.

It was a tragic coincidence of the
wreck that it should happen close by
the summer home of Horace A. Morgan,
president of the Cleveland Electric
Railway Company, and that one of the
fatally injured passengers should be
his lifelong friend and bosom com-
panion, C. H. Wellman. Wellman knew
that he was near the house of his
friend. When he had been carried to
a place of safety his last words were
a feeble call for Mr. Morgan.
Bystanders learned of the wish of
the supposedly dying man, and a shout
was raised when Mr. Morgan was seen.
Mr. Morgan had hurried to the scene
of the catastrophe as soon as he
learned of it, and he was led to the
spot where Wellman lay in his agony.
Kneeling by the side of the sufferer,
Morgan spoke a few words of com-
fort.

Two Well-Known Men Victims.

CHICAGO, June 22.—H. H. Wright,
whose name appears in the list of casual-
ties, was secretary of the Featherstone
Foundry Machine Company here. James
H. Gibson, another Chicago victim, was
secretary of the American Foundry &
Machine Company. Both lost their
lives.

ONCE LIVED IN OREGON

William S. Grant, former Govern-
ment Contractor, Dies in Maine.
FARMINGTON, Me., June 22.—(Special.)—
William S. Grant, a widely known ship-
builder and war-time Government con-
tractor, died here today, aged 80. He was
one of five who owned the Kennebec
Steamboat Company, and during the Civil
War he built big contracts for Govern-
ment supplies in the Southwest. When a
big wagon train was captured by the
Confederates in Texas, he put in a claim,
and, while protesting the capture of the
train in Oregon, Seattle and other Pacific
Coast points, Congress finally awarded
him \$7,000, and he closed out his Oregon
business, returning East.

BOY MAY BE INNOCENT CAUSE

Told Two Men He Had Been Open-
ing Switch.
CLEVELAND, O., June 22.—It is prob-
able that investigation tomorrow will
develop that a boy 14 years old meddled
with the switch at the Mentor Station
last night and caused the wreck of the
Twentieth Century flyer.
William Usber, ticket agent of the Nick-
el-Plate, and James Barnes, of Willough-
by, were on the scene of the wreck 20
minutes after it happened. On the way
they met a boy carrying a lantern. They
questioned him and he said that he had
been going to shut a switch. They went
to the scene of the wreck and found the
switch open, but locked. The men are
of the opinion that the boy thought that
there was a freight ahead of the Twen-
tieth Century and opened the switch to let
it through and take a siding, and that he
meant to open the switch instead of clos-
ing it.
H. E. Storris, general superintendent of
the Lake Shore, said that the matter
would be investigated tomorrow, although
he is inclined to doubt the story that a
boy had turned the switch.

WILL RETURN TO OLD TIME

President Newman Makes Change,
Though Denying Its Necessity.
NEW YORK, June 22.—President New-
man, of the New York Central and Lake
Shore Railroads, said today that the 20-
hour schedule of the Twentieth Century
Limited train will be restored at once in
place of the 18-hour schedule on which
the train had been running for only a
few days. Mr. Newman said:
"Since the sad accident which has hap-
pened on the Lake Shore, I have had a
consultation with the operating officials,
who have explained that the accident was
caused by a misplaced switch, and was
not due to the speed of the train, and
they assure me that the present schedule
can be safely and easily maintained.
While I agree with the operating officials
that there is no physical reason why the
schedule should not be continued, never-
theless in my judgment the time of the
Twentieth Century Limited should be re-
stored to 20 hours, and it will be done
at once."

WRECK RESULT OF MALICE

No Other Cause Possible Than Tam-
pering With Switch.
CHICAGO, June 22.—C. F. Daly, general
superintendent of the Lake Shore, said
today that the wreck of the Twentieth
Century train was the result of malice.
"The most important work of the con-
vention was the adoption of resolutions
demanding the establishment of the block
system on every railroad in the United
States."
Graduates at Oberlin.
NEW YORK, June 22.—(Special.)—
Emory Charles Dye, of Oregon City,
was graduated today from the degree
of bachelor of arts, at the seventy-
second annual commencement of Oberlin
College, Oberlin, Ohio.

That Personal Touch

That part of himself,
that strife for perfec-
tion which every true
craftsman puts into his
work—that is the sig-
nature which Stein-
Bloch artisans have
been putting upon Wool
Tested material for fifty
years—the final touch
of art which lends
supreme distinction to
all Stein-Bloch Smart
Clothes.

Stein-Bloch Smart Clothes

Write for "Smartness" an education
in correct dress, which also explains
the wonderful Wool Test and tells you
where Stein-Bloch Smart Clothes are
sold in your city.
THE STEIN-BLOCH CO.
Wholesale Tailors
170-25 Fifth Ave., Tailor Shops,
New York. Rochester, N. Y.

THE XXTH CENTURY SEWING MACHINE

The highest type of FAMILY SEWING
MACHINE—the embodiment of SIMPLICITY
and UTILITY—the ACME of CONVENIENCE.
Don't Use Poor Oil
For use on sewing-machines, writing machines,
bicycles and all purposes requiring a fine lubricant
the best is cheapest in the end. Genuine Singer
Oil can only be obtained at Singer Stores
Sewing machines rented or exchanged.
At the Singer Stores
354 Morrison Street
402 Washington St. 540 Williams Ave.
PORTLAND, OREGON.
MAIN ST., OREGON CITY, OR.

NOTED AS ADVERTISING MAN
S. C. Beckwith, Who Died of In-
juries, Agent for Oregonian.
NEW YORK, June 22.—S. C. Beckwith,
who died today as a result of injuries
sustained in the wreck, was well known
in newspaper advertising circles. He was
president of the S. C. Beckwith Special
Advertising Agency which has offices in
this city, and was a representative of the
Portland Oregonian. He was 59 years
old.

Bennet Famous Patent Lawyer.

NEW YORK, June 22.—John R. Ben-
nett, who met death in the Twentieth
Century wreck at Mentor, O., was one
of the foremost patent lawyers of the
country and appeared in many of the
important cases growing out of the in-
fringements on great inventions.
His notable case was his victory for the
City of New York over the use of fire-
hose attachment. The case dragged along
more than 25 years, and involved nearly
\$7,000,000. A decision in favor of the city
was handed down in the United States
Circuit Court of Appeals, last December.

Two Well-Known Men Victims.

CHICAGO, June 22.—H. H. Wright,
whose name appears in the list of casual-
ties, was secretary of the Featherstone
Foundry Machine Company here. James
H. Gibson, another Chicago victim, was
secretary of the American Foundry &
Machine Company. Both lost their
lives.

ONCE LIVED IN OREGON

William S. Grant, former Govern-
ment Contractor, Dies in Maine.
FARMINGTON, Me., June 22.—(Special.)—
William S. Grant, a widely known ship-
builder and war-time Government con-
tractor, died here today, aged 80. He was
one of five who owned the Kennebec
Steamboat Company, and during the Civil
War he built big contracts for Govern-
ment supplies in the Southwest. When a
big wagon train was captured by the
Confederates in Texas, he put in a claim,
and, while protesting the capture of the
train in Oregon, Seattle and other Pacific
Coast points, Congress finally awarded
him \$7,000, and he closed out his Oregon
business, returning East.

BOY MAY BE INNOCENT CAUSE

Told Two Men He Had Been Open-
ing Switch.
CLEVELAND, O., June 22.—It is prob-
able that investigation tomorrow will
develop that a boy 14 years old meddled
with the switch at the Mentor Station
last night and caused the wreck of the
Twentieth Century flyer.
William Usber, ticket agent of the Nick-
el-Plate, and James Barnes, of Willough-
by, were on the scene of the wreck 20
minutes after it happened. On the way
they met a boy carrying a lantern. They
questioned him and he said that he had
been going to shut a switch. They went
to the scene of the wreck and found the
switch open, but locked. The men are
of the opinion that the boy thought that
there was a freight ahead of the Twen-
tieth Century and opened the switch to let
it through and take a siding, and that he
meant to open the switch instead of clos-
ing it.
H. E. Storris, general superintendent of
the Lake Shore, said that the matter
would be investigated tomorrow, although
he is inclined to doubt the story that a
boy had turned the switch.

WILL RETURN TO OLD TIME

President Newman Makes Change,
Though Denying Its Necessity.
NEW YORK, June 22.—President New-
man, of the New York Central and Lake
Shore Railroads, said today that the 20-
hour schedule of the Twentieth Century
Limited train will be restored at once in
place of the 18-hour schedule on which
the train had been running for only a
few days. Mr. Newman said:
"Since the sad accident which has hap-
pened on the Lake Shore, I have had a
consultation with the operating officials,
who have explained that the accident was
caused by a misplaced switch, and was
not due to the speed of the train, and
they assure me that the present schedule
can be safely and easily maintained.
While I agree with the operating officials
that there is no physical reason why the
schedule should not be continued, never-
theless in my judgment the time of the
Twentieth Century Limited should be re-
stored to 20 hours, and it will be done
at once."

WRECK RESULT OF MALICE

No Other Cause Possible Than Tam-
pering With Switch.
CHICAGO, June 22.—C. F. Daly, general
superintendent of the Lake Shore, said
today that the wreck of the Twentieth
Century train was the result of malice.
"The most important work of the con-
vention was the adoption of resolutions
demanding the establishment of the block
system on every railroad in the United
States."
Graduates at Oberlin.
NEW YORK, June 22.—(Special.)—
Emory Charles Dye, of Oregon City,
was graduated today from the degree
of bachelor of arts, at the seventy-
second annual commencement of Oberlin
College, Oberlin, Ohio.

That Personal Touch

That part of himself,
that strife for perfec-
tion which every true
craftsman puts into his
work—that is the sig-
nature which Stein-
Bloch artisans have
been putting upon Wool
Tested material for fifty
years—the final touch
of art which lends
supreme distinction to
all Stein-Bloch Smart
Clothes.

Stein-Bloch Smart Clothes

Write for "Smartness" an education
in correct dress, which also explains
the wonderful Wool Test and tells you
where Stein-Bloch Smart Clothes are
sold in your city.
THE STEIN-BLOCH CO.
Wholesale Tailors
170-25 Fifth Ave., Tailor Shops,
New York. Rochester, N. Y.

THE XXTH CENTURY SEWING MACHINE

The highest type of FAMILY SEWING
MACHINE—the embodiment of SIMPLICITY
and UTILITY—the ACME of CONVENIENCE.
Don't Use Poor Oil
For use on sewing-machines, writing machines,
bicycles and all purposes requiring a fine lubricant
the best is cheapest in the end. Genuine Singer
Oil can only be obtained at Singer Stores
Sewing machines rented or exchanged.
At the Singer Stores
354 Morrison Street
402 Washington St. 540 Williams Ave.
PORTLAND, OREGON.
MAIN ST., OREGON CITY, OR.

NOTED AS ADVERTISING MAN
S. C. Beckwith, Who Died of In-
juries, Agent for Oregonian.
NEW YORK, June 22.—S. C. Beckwith,
who died today as a result of injuries
sustained in the wreck, was well known
in newspaper advertising circles. He was
president of the S. C. Beckwith Special
Advertising Agency which has offices in
this city, and was a representative of the
Portland Oregonian. He was 59 years
old.

Bennet Famous Patent Lawyer.

NEW YORK, June 22.—John R. Ben-
nett, who met death in the Twentieth
Century wreck at Mentor, O., was one
of the foremost patent lawyers of the
country and appeared in many of the
important cases growing out of the in-
fringements on great inventions.
His notable case was his victory for the
City of New York over the use of fire-
hose attachment. The case dragged along
more than 25 years, and involved nearly
\$7,000,000. A decision in favor of the city
was handed down in the United States
Circuit Court of Appeals, last December.

Two Well-Known Men Victims.

CHICAGO, June 22.—H. H. Wright,
whose name appears in the list of casual-
ties, was secretary of the Featherstone
Foundry Machine Company here. James
H. Gibson, another Chicago victim, was
secretary of the American Foundry &
Machine Company. Both lost their
lives.

ONCE LIVED IN OREGON

William S. Grant, former Govern-
ment Contractor, Dies in Maine.
FARMINGTON, Me., June 22.—(Special.)—
William S. Grant, a widely known ship-
builder and war-time Government con-
tractor, died here today, aged 80. He was
one of five who owned the Kennebec
Steamboat Company, and during the Civil
War he built big contracts for Govern-
ment supplies in the Southwest. When a
big wagon train was captured by the
Confederates in Texas, he put in a claim,
and, while protesting the capture of the
train in Oregon, Seattle and other Pacific
Coast points, Congress finally awarded
him \$7,000, and he closed out his Oregon
business, returning East.

BOY MAY BE INNOCENT CAUSE

Told Two Men He Had Been Open-
ing Switch.
CLEVELAND, O., June 22.—It is prob-
able that investigation tomorrow will
develop that a boy 14 years old meddled
with the switch at the Mentor Station
last night and caused the wreck of the
Twentieth Century flyer.
William Usber, ticket agent of the Nick-
el-Plate, and James Barnes, of Willough-
by, were on the scene of the wreck 20
minutes after it happened. On the way
they met a boy carrying a lantern. They
questioned him and he said that he had
been going to shut a switch. They went
to the scene of the wreck and found the
switch open, but locked. The men are
of the opinion that the boy thought that
there was a freight ahead of the Twen-
tieth Century and opened the switch to let
it through and take a siding, and that he
meant to open the switch instead of clos-
ing it.
H. E. Storris, general superintendent of
the Lake Shore, said that the matter
would be investigated tomorrow, although
he is inclined to doubt the story that a
boy had turned the switch.

WILL RETURN TO OLD TIME

President Newman Makes Change,
Though Denying Its Necessity.
NEW YORK, June 22.—President New-
man, of the New York Central and Lake
Shore Railroads, said today that the 20-
hour schedule of the Twentieth Century
Limited train will be restored at once in
place of the 18-hour schedule on which
the train had been running for only a
few days. Mr. Newman said:
"Since the sad accident which has hap-
pened on the Lake Shore, I have had a
consultation with the operating officials,
who have explained that the accident was
caused by a misplaced switch, and was
not due to the speed of the train, and
they assure me that the present schedule
can be safely and easily maintained.
While I agree with the operating officials
that there is no physical reason why the
schedule should not be continued, never-
theless in my judgment the time of the
Twentieth Century Limited should be re-
stored to 20 hours, and it will be done
at once."

WRECK RESULT OF MALICE

No Other Cause Possible Than Tam-
pering With Switch.
CHICAGO, June 22.—C. F. Daly, general
superintendent of the Lake Shore, said
today that the wreck of the Twentieth
Century train was the result of malice.
"The most important work of the con-
vention was the adoption of resolutions
demanding the establishment of the block
system on every railroad in the United
States."
Graduates at Oberlin.
NEW YORK, June 22.—(Special.)—
Emory Charles Dye, of Oregon City,
was graduated today from the degree
of bachelor of arts, at the seventy-
second annual commencement of Oberlin
College, Oberlin, Ohio.

That Personal Touch
That part of himself,
that strife for perfec-
tion which every true
craftsman puts into his
work—that is the sig-
nature which Stein-
Bloch artisans have
been putting upon Wool
Tested material for fifty
years—the final touch
of art which lends
supreme distinction to
all Stein-Bloch Smart
Clothes.

THE XXTH CENTURY SEWING MACHINE
SINGER SEWING MACHINES
The highest type of FAMILY SEWING
MACHINE—the embodiment of SIMPLICITY
and UTILITY—the ACME of CONVENIENCE.
Don't Use Poor Oil
For use on sewing-machines, writing machines,
bicycles and all purposes requiring a fine lubricant
the best is cheapest in the end. Genuine Singer
Oil can only be obtained at Singer Stores
Sewing machines rented or exchanged.
At the Singer Stores
354 Morrison Street
402 Washington St. 540 Williams Ave.
PORTLAND, OREGON.
MAIN ST., OREGON CITY, OR.

IN A WEEK
We treat successfully all private ex-
posed chronic diseases of men, also
blood, stomach, heart, liver, kidney and
troubles. We cure SYPHILIS
(without mercury) to stay cured forever,
in 30 to 60 days. We remove SYPHILIS
from the blood, without operation or pain,
in 10 to 15 days.
We stop drains, the result of self-abuse,
trichinosis, etc., and restore the actual
vigor of any man under 60 by means of
local treatment peculiar to ourselves.
We Cure Gonorrhoea
In a Week
The doctors of this institute are all
regular graduates, have had many years
experience, have been known in Portland
for 15 years, have a reputation to main-
tain—no will undertake no case unless
certain cure can be effected.