BACKERS OF THE ELECTRIC LINE

Moffat and White, of New York, Behind Willamette Traction Company.

WHAT F. C. CHAMBERS SAYS

Eastern Capitalists Are Not Only Financing the Line, but They Will Undertake Other Suburban Projects.

gull confirmation of the report that Moffat & White, the New York capitalists, are behind the Willamette Valley Traction Company, which is constructing the electric line between Portland and Salem, was made yesterday in a statement to The Oregonian from Frank C. Chambers, of the firm of Barstow & Chambers, engineers and contractors for the road. Mr. Chambers not only anonunces that Moffat & white have been instrumental in organizing the syndicate which is financing the new line, and will hurry it to completion as soon as they have secured a franchise under consideration other similar projects in the vicinity of Portland, and will probably not stop until it has built several interurban roads leading to this

Company Outlines Plans.

It is also stated that R. L. Donald, engineer of the Southern Pacific at Portland will enter the employment of the Willam ette Valley Traction Company February and superintend the construction of the new line. Following is the statement of Mr. Chambers, in which he deals with the history of the company and outlines some of its plans:

The firm of Barstow & Chambers, whose New York office is at 56 Pine street, opened its office in the Palling building last May. We believed that the Fair marked the opening of a new era in Oregon, and a knowledge of local conditions preciously obtained by both members of the firm convinced us that the quantumities for development in Oregon were much greater than on any other part of the

We were early impressed by the opportunity offered for an electric railway from Portland up the Valley, and, after obtaining the necesone the Valley, and, after obtaining the neces-sary data, the possibilities of such a road were presented to Mesars. Moffat & White, of New York, and, after a thorough examination, they formed a spudicate to finance the road. Moffat & White are probably best known in connection with their water-power properties in Spokane, and it may be stated that their support of the Portland-Salem Baltroad means that it has practically milimited backing. Our firm has no connection with the financial varies m has no connection with the financial par of this work, but has been retained to de-sign and construct the ratiroid. It is our un-derstanding that the syndicate proposes to build the read and put it into operation he-

Work Done at Salem

We began work at Salem in December and have already graded several miles out of the city. We are, of course, anxious to begin work in Portland so that the road may be pushed from both ends, but it is impossible for us to do anything at this end until the matter of a franchise is settled. Few people who have not studied the matter realize how difficult it is to get out of Portland without excessive grades. It is our intention to make

who have not studied the matter realize how difficult it is to get out of Portland without excessive grades. It is our intention to make this railroad one of the best, if not the best, in the Northwest, and both the handling of freight and operation at high speed require that the grades shall be kept as low as pessible. We have found that practically every street in the city on which even fair grades are obtainable in now occupied, with the single exception of Front atreet. It is for this reason that our application for a franchise, under the name of the Willametic Valley Traction Company, asks for Front street.

In this franchise we do not sak to be allowed to operate freight on Front street during the day time, and we offer the city a return of from \$2000 to \$6000 per year during the life of the franchise. Our object is only to get into the city, and we were gind to provide that the city should take over our tracks at their actual cost with only interest enough to take care of maintenance, and we are also perfectly willing that other railroads should use these tracks. We have tried to be as liberal as possible in this franchise, and it seems to us that Portland should offer the read and the libral as possible in this franchise, and it seems to us that Portland should offer the road the little encouragement which we ask.

Route of the Road.

The route of the road has been located be-tween the main line of the Southern Pacific and the Willamette River, with a crossing either at Newberg, Butteville or Wilsonville, to all of which points we have surveys. This territory was chosen because it is at present without transportation and the road will large ly open up a new country. The point of cross-ing will be decided on probably within the next 30 days, after a careful comparison of the available grades, present business and fore possibilities.

While we are not authorized to make any

announcements at the present time as to the avaidant's future plans, it is understood that several other branches are contemplated, and that there is a possibility of construction of other railroads out of Portland in the near future. The main line will be extended and branches built just as fast as developments warrant the construction.

Will Take Active Charge.

R. I., Donald, who is at present resident a position with our firm and the first part of next month will take active charge of all our construction work. We think that his superintendence will offer a guarantee as to the high class grade of work which will ob-

tain on this road.

We hope, in the near future, to make another amountement of interest to the people of Portland, but this, as well as the completion of this road, will depend very largely on the action which will be taken on our franchise application. Should this matter be settled immediately, the road will certainly be completed by the Spring of 1997, and we hope several months earlier than this

Washouts on Northern Pacific.

Because of the washouts on the main line of the Northern Pacific in Washington at points between Pasco and Spokane, the Northern Pacific freight offices in Portland yesterday refused perishable freight until repairs were made to the roadbed. The freshets that washed our roadbed. The freshets that washed out several miles of grade and 12 bridges along ten miles of track were caused by chinook wind, which melted the snow, sing the creeks to extreme heights. At Lind yesterday there were two feet of wa-ter on the tracks, and at Cunningham for a distance of ten feet the track was entirely gone. Repair crews are working both ends of the wrecked track, and it is expected that by tonight the regular traffic can be resumed. Meanwhile the O. R. & N. tracks from Wallula to Spokane have been in use by the Northern Pacific trains. Pacific trains, the passenger trains of the road being able in this way to make their

Husband Denies Charge.

H. T. Booth yesterday filed an answer to the divorce suit of his wife. Florence Booth, denying her charges. Mrs. Booth flieges that her husband is wealthy, and she asks for a large sum as allmony.



Was Illegally Removed From Inspectorship.

JUDGE FRAZER'S DECISION

Declares That the Action Giving Hin Another Position at a Smaller Compensation Was Entirely Unlawful.

The City Engineer has no authority to reduce a regular inspector appointed under the civil service rules, and receiving salary of \$75 a month, to a position as day inspector, for which the pay is \$2.50 a day for each day employed. Judge Frazer ren-dered this decision yesterday in the case of John Rankin against the City Engineer, and restored Rankin to the position of regular inspector, from which he was reved in March, 1966, by Charles Wanzer, then City Engineer. Mr. Rankin was reduced to the position of day inspector, and Amos S. Groce, a day inspector, was given Rankin's place of regular inspector. The reason assigned was that Mr. Groce was a married man, and Rankin was not, and Groce consequently needed the money more than iris predecessor. Mr. Rankin appealed for redress to the Civil Service and George H. Williams, who was then Mayor of the city, but without suc-cess. He next filed a mandamus suit, which has been dragging along ever since, and Rankin has won every point since the legal battle begun.

The argument on the final hearing was made before Judge Frazer, yesterday afternoon. Ralph E. Moody and John F. Logan appeared as attorneys for Rankin. The city was represented by Deputy City Attorney J. P. Kavanaugh and W. L. Brewster, a member of the Civil Service Commission, also took part in the pro-

Judge Frazer held that the charge made was contrary to the civil service rules. If a man who had passed the civil service examination and pased as a regular in-spector at \$55 a month could be put on day work at \$2.50 a day whenever em-ployed, the civil service rules would be useless. All that would have to be done to get rid of a man would be to put him en day's work and only give him two or three days' work each month and he would soon get tired and quit altogether. This decision is important because establishes a rule for all future cases of a

Mr. Rankin has worked pretty steady as a day inspector, but he will be entitled to the difference in salary from what he has received, and what he would have carned at \$75 monthly.

SUIT IN EQUITY BROUGHT

Heirs of Nathan Cohen Claim Interest in Valuable Land.

The suit in equity brought by Agron Johen and M. Cohen against the Portland Elks Lodge and the Portland Trust Com-pany is being heard by Judge Wolverton in the United States Court. The action he the clinical with the intention of re-covering an equity interest in the site of the new Elks' building at Seventh and the new rars billioning at Seventi and Stark streets. The plaintiffs set up the claim that they are cutilied to considera-tion, being heirs to an estate which was included in the site and which had not

included in the site and which had not been removed in 1898, when foreclosure proceedings were acted upon.

While the foreclosure was made by order of the State Circuit Court, the plaintiffs claim they were not under the jurisdiction of that court, since they were not diction of that court, since they were not served with any papers bearing on the case. It is the claim of the defense, however, that notice was served by process of publication of the summons, and that the foreclosure is regular in every respect, the plaintiffs having been out of the state at the time the summons in question was published. The foreclosure was on a mortgage of \$4000 held by Joseph Hume against Nathan Cohen, father of the plaintiffs, and the original owner of the plaintiffs, and the original owner of the plaintiffs, and the original owner of the property. The trust company is brought into the case through holding a lien on the property at this time.

Seeks to Recover Money.

James Welch commenced suit in the State Circuit Court yesterday against John B. Ryan, attorney and prominent John B. Ryan, attorney and prominent Democratic politician, for \$1300. Welsh states, in his complaint, that in January, 1504, Ryan collected for him \$3543, and ac-counted for \$2343. On January 18, Welsh alleges Ryan admitted owing him a bal-ance of \$1400, and has since paid him only

Wife Answers Divorce Suit.

Rosetta Smith, in answer to a suit brought by R. B. Smith for a dissolution of the matrimonial bonds, says he is a spiritualist, and has annoyed and worried

per a great deal by asserting that he was ding communication with ghosts. She denies that she descried him, and alleges that he has been false to his marriage vows. Mrs. Barker is named as corespondent. The litigants until recently lived at Tiliamook. Mrs. Smith asks the court to order her husband to pay \$150 into

Sucs to Recover on Sale.

The Keats Auto Company sued C. H. Gassett in the State Circuit Court yester day to recover \$281 balance due for an obile and other goods sold.

FAVORS ELEVATED RAILWAY

BOARD OF TRADE'S RECOMMEN-DATION FOR FRANCHISE.

Would Have Willamette Valley Trac tion Company Run on Front Street, but Not Surface Road.

Anxious to further the interests of any enterprise that will be of benefit to Port-land and Oregon, the Chamber of Com-merce and the Board of Trade have taken up the matter of the city granting the Willamette Valley Traction Company a franchise on Front street. The executive committee of the Board of Trade held a ysterday aftrnoon, when the was discussed and a special meeting will be held by the Chamber of Com-merce this morning for the same purpose. The Board of Trade is opposed to the granting of any franchise for a surface road on Front street, but it believes that an elevated roadway could be used to

good advantage by the rallroad companies ut causing the property-own The executive computer decided that this would be the best way for the Willamette Valley Traction Company to enter Portland. It also advo cates that, in case the company should enter Portland by that means, that in se franfrise provisions should be made so that any other company could enter the city on the same road under an equitable agreement. Secretary J. B. Laber was instructed to advise the officials of the company on the stand the Board of Trade uss taken on the matter.

Yesterday President R. R. Hoge, of the Chamber of Commerce, received a telegram from E. Hofer, president of the Williamette Valley Development League which has been holding a convention at Albany. containing a resolution passed by the body, in which it is requested that Port-land allow the Willamette Valley Traction Company, or any other competitive line, to enter this city. The resolution states that any additional means transportation will benefit Portland and Western Oregon alike, and that the witholding of such franchises is inimical to the business interests of this section. President Hoge wired back that a spe-

cial meeting of the board of trustees had been called for this morning to consider the matter. Mayor Frank Waters, of the matter, Mayor Frank Waters, of Salem, will appear before the board of Irustees this morning. A meeting was held by the board of trustees near the first of the year, when the question was discussed, but the matter was only taken under consideration, and no action was taken. It is thought, however, that the meeting this morning will be productive of some action. Mayor Waters also ap-peared before the body at the previous

WILL HAVE BRANCH HERE

National Biscuit Company Is Coming to Portland.

The National Biscuit Company, with head offices at New York and Chicago, with manufactories in a hundred leading cities of the country, and backed by immense capital aggregating \$5,000,000, will estab-lish a branch in Portland February I to handle business in the territory adjacent to Portland. Agencies at the same time will be started in Seattle, Spokane and

Los Angeles.

C. H. Hill, assistant to B, H. Trumbuil, commercial agent of the Illinois Central, has tendered his resignation, to become effective February 1, when he will become manager of the branch establishment to be opened here. It is expected to make Portland the distributing point for the near-by Coast territory, and the managers of the concern expect to develop a large business in the Northwest for

managers of the concern expect to develop a large business in the Northwest, for, while the products of the company have been known and used here for a long time, they have never given particular attention to this section.

The growing commercial importance of the Northwest induced the men behind the big corporation to invade this territory and push the sale of their wares. In entering Portland to begin an aggressive campaign for the building up of a strong trade in this section, the National Biscuit Company will come in competition with the Standard Biscuit Company, the Western Baking Company and the Pacific Coast Biscuit Company, but it is said by those familiar with the goods put out by the National factories that the competition resulting from the entry of its goods here will not be serious to the local companies, whose products are entirely distinct from those of the invaders.

FOR A HIGH BRIDGE

Portland Commission.

ADVOCATES OPEN CHANNEL

Asserts in Communication That Portland & Seattle Should Build Structure Sixty Feet Above Willamette River.

W. B. Ayer has addressed a communi cation to the Port of Portland Commision, in which he takes up the applica-tion which has been made by the Portland & Scattle for permission to build a bridge over the Willamette, and contends that the new line should be required to make its structure 60 feet above low-water mark, instead of 20 feet, as stipulated in the plans which have been submitted by the railroad company. Mr. Ayer asserts that the low bridge would be a needless obstruction of commerce. It would not in any way work a hardship upon the Portland & Seattle to raise its grade to the 60-foot bridge, he argues, and cites the fact that when the steel bridge was built it was understood that it was to be the last structure of the kind to span the Willamette where it would interfere ollowing is the leter written by Mr Aver:

Portland, Jan. 24.—To the Members of the Port of Portland Commission—Gentlemen: Reerring to the communication of the engineers of the Portland & Seattle Railway Company published in this morning's Oregonian, covering their arguments against raising the proposed bridge across the entrance of our harbor to 60 feet above low water. I would call your attention to the following:

When the right to span the river was granted to the owners of the sized bridge the feeting was provided that the state of the same of the sized bridge the feeting was provided that at the size of the same of of the

feeling was pronounced that at no future time feeling was pronounced that at no future time and under no conditions would another bridge be permitted to cross the river to further ob-struct our harbor and to hinder navigation; and to that end the following clause was in-serted by the Legislature in the grant to the O. R. & N. Co.;
"That the Legislative Assembly of this state

shall have the right, power and authority at any time to prescribe such rules, regulations and rates of toll for transit and transporta-tion over said bridge and the management tion over said bridge and the management thereof as may be deemed proper and reason-able, except that the County Court of Mult-norman County is hereby authorized to fix, after and establish from time to time the rates of tell to be charged by such corporation or its assigns for the passage of foot-man (footmen), vehicles and ordinary travel other than rail; provided, that said corporaor its assigns shall permit any other rail road corporation or its assigns to use said bridge in the same manner and under the same rules and regulations as said corpora-tion or its assigns authorized to construct and use said bridge as may be prescribed for its own traffic across said bridge on paying a reasonable compensation therefor; and in case said compension shall not agree, then the Gov-ernor, Secretary of State and State Treasurer ernor. Secretary of State and State Treasurer of this state shall constitute a board to determine what said compensation shall be, with power to send for persons and papers and compel attendance and production thereof, and to administer caths and take testimony for the purpose of arriving at a correct decision in reference to the compensation to be paid; and this decision shall be final unless altered or changed by the Logislature."

Now comes the Portland & Sessitia Pattway.

Now comes the Portland & Sentile Railway, owned Jointly by the Northern Pacific and Great Northern Railway Companies, ignoring their right to cross the steel bridge, making Great Northern Rallway Companies, ignoring their right to cross the steel bridge, making independent surveys and demanding the right to place an obstruction across the entrance to our harbor, and considering any modification of their plans which tends to lessen the damage to our port as hostile and uncalled for.

Every citizen of Portland greets with open arms the coming of this road, and every one desires that there should be no unreasonable obstacle placed in their way. Neither do we desire that our port should have obstructions placed across it when the same can be avoided by the expenditure of a comparatively small sum of money, an amount insignificant when compared with the millions spent on our river by the Port of Portland and the United States Government, and after all our labor, past, present and future, to make and maintain a port.

The river commerce of this city is large and constantly growing, and with the opening of the obstructions at Cellio will increase

tain a port.

The river commerce of this city is large and constantly growing, and with the opening of the obstructions at Ceillo will increase many fold. The character of steamer engaged in this traffic is the fiat-bottom, light-draft sternwheeler, and must be held in position by hog chains passing over posts. These posts regulate the height above the water, and from measurements taken vary from 40 to 57 feet in height. By some modifications they can be reduced 10 or 12 feet, bringing them down to 45 feet. In the construction of new boats this can possibly be still fourther reduced; but even 45 feet, with a bridge 60 feet above low water, will give a clearance of 15 feet, allowing all of this traffic to pass under the bridge and not through the draw span, except during the Bummer high water, when there is no current in the Willamette River. The Government records show that during the past five years there have been a total of only 28 days between August 1 of one year and May 1 of the next year when the water was 15 feet above zero. If all of this river traffic is removed from the channel leading through the draw, it will leave it clear for the passage of ocean-geoing craft, and greatly lessen the obstacles to navigation. This ocean traffic

W. B. Ayer Addresses Port of

I contend that it is placing an insignificant burden upon the railroad to require it to construct its bridge with a 60-foot clearance at low water: that it can, by extending its approaches a few miles, maintain a miniinpresentes a few miles, maintain a mini-mum grade, and push back equipment into the contemplated storage yards; or, by in-creasing the grade, atili keep very much un-der I per cent, which is not at all excessive

ent in many places.

der i per cent, which is not at all excessive for an approach to a city of the importance of Portland, and make the point of contact with its present constructed line where it desires, or by a switch do both.

You, gentlemen, are the guardians of our port, and as such I am convinced will not permit any unprecessary obstacle to permanently obstruct our harbor. Very respectfully.

W. B. AYER.

increasing rapidly, and with the removal the bar at the mouth of the Columbia and completion of the Panama Canal will in-

To illustrate the growth of our commerce, take for example the increase in our lumber shipments: We shipped from Portland by

And to quote from the communication to your body by the Oregon Lumber Manufac-turers' Association, an association containing over 70 members scattered throughout the

trade is very keen, and every impediment which results in higher port charges necessarily increases the charter rates, and has a decided tendency to drive commerce to more

stance they can easily maintain a low grade

The engineers state in their communication hat the O. R. & N. Co. has built at great xpense 20 miles of road around St. Johns

expense 20 miles of road around St. Johns to avoid the grade through Sultivan's Guich. And yet the Portland & Seattle objects to the comparatively slight expense entailed by lifting its tracks for less than one-fifth of this distance. It has not advised you what the grade of the proposed cut-off of the O. R. & N. will be. As they refer to the matter, it is proper for you to be informed, and I find upon inquiry that several surveys have been made, and the one that will scoketic been made.

ade, and the one that will probably be se cted will have a maximum grade of five nills of I per cent. If the west approach to

lected will have a maximum grade of nve-tenths of I per cent. If the west approach to the Willamette bridge were to be the eame it would cover a distance of less than two miles; but whatever the grade established it would be a down grade into Portland, and will thus be an advantage rather than other-

You are aware that practically all of the

business originates east of Pasco, and it is fair to ask what grades exist between that point and Spokans. While I cannot answer

You will observe from the plans filed with ou that there is also an approach from the rest end turning north, connecting with the

orthern Pacific line running to Goble, thu

enabling them to move the traffic originating down the river across the bridge to their proposed making-up yards on the Columbia.

out coming into their Portland yards.

and Spokane. While I cannot answer ely, I believe that it exceeds I per

MORE LAND-FRAUD CASES They Will Be Taken Up and Vigorously Prosecuted.

The Oregon land-fraud cases are to be given precedence on the trial calendars in the United States (Breult Court, and the ends of justice are to be carried out to the follest degree. This is the statement of United States Circuit Judge W. B. Gil-bert, who left last evening for San Fran-cisco on official business. He will probably not be in Portland again before late in the Spring. The land-fraud cases, when called, will be tried before Judge Wol-

verton. Immediately upon his arrival in San Francisco, Judge Gilbert will confer with Francis J. Heney upon the subject of land frauds. The purpose of this conference will be to fix dates for the hearing of the various cases. It will be determined what cases shall be tried first, and then a list will be mailed to the clerk of the court at Portland to be entered on the calendar. Mr. Heney is at present at his home in the Bay City, and is awaiting the arrival of Judge Gilbert to dispose of

Judge Gilbert expressed the belief that the cases may come up for trial as early as next month, and surely not later than April. What cases will be called first he was unable to say, pending his talk with Mr. Heney. When the cases are ready for trial the latter will proceed to Portland again to take a hand in prosecuting

"The Government is anxious to have these cases disposed of," said Judge Gli-bert, "For that reason they will be given the right of way. The prosecutions are to

Three Companies Incorporate.

Incorporation articles of the new ic company known as the Independent Coal & Ice Company were filed in the County Clerk's office yesterday by M. B. Rankin, O. M. Rankin and Warren E. Thomas; cupital stock, \$400,000. The objects announced are to manufacture, buy and sell ice, conduct a cold-storage plant, to erect buildings, sell wood, coal and other fuel, Articles of incorporation of the Slavo-

nian American Improvement Company were filed in the County Clerk's office yes-terday by Joseph Rucovich, George Pla-nich, A. Peter Milos, Jacob Bercovich and others. The objects are social intercourse, charity and benevolence.

Henry E. Cottle, D. I. Butler and W. T.

Joplin filed articles of incorporation yes-terday of the Portland Applegate Prospecting & Mining Company; capital stock,

Will Scatter Ashes in Willamette.

Cherishing throughout her life happy nemories of her girihood in Portland, and remembering always the beauty of the remembering always the beauty of the city and the river, Mrs. Mary Elizabeth Casaday, who died in Spokane, January 22, made a last request that her remains be cremated and the ashes scattered upon the Williamette at Fortland. This strange wish will be carried out by the sorrowing husband of the deceased. Mrs. Casaday's malden name was Hammond and she maden name was Hammond and she

maiden name was Hammond, and she was well known in this city, where she graduated from the Portland High Sc. She was married here December 29, 1890, to Nathan L. Casaday, and removed to Spokane with her husband seven years ago. She was 35 years old at the time of her

Pears' Soap is not medicated: just good, pure soap. Contains no free alkali to injure the delicate texture of the skin.

Matchless for the complexion.

Established in 1769

ACCUSES LADD

A. C. Edmons Says He Maintains Slaughter-House.

HIS DEMANDS ARREST

decided tendency to drive commerce to more favorably situated ports. The foreign lumber trade of Portland has been developed at a great expense, and it would be most unwise and unfortunate at this time to throw any further obstacles in the path of commerce by the erection of a low bridge across the entrance to the harbor at Portland."

The objection of the engineers to increasing the height of the proposed bridge is on account of the initial cost and increased expense of operation. From the maps filed with you it is shown that the grade from the Columbia bridge to the Willametre bridge as located gives an up grade for about half the distance of two-tenths of 1 per cent, and then a down grade of two-tenths of 1 per cent. By raising the height to 60 feet it gives them an all up grade of two-tenths of 1 per cent, consecuences. fense, He Asks Why the Rich Are Not Treated Like the Poor by Police Force.

Arrested Himself for the Same Of-

"If the police will arrest William M. Ladd and charge him with maintaining a raising the height to 60 feet it gives them an all up grade of two-tenths of I per cent, consequently a down grade to the Columbia of the same; so the grade across the Peninsula is not changed. It simply reduces the depth of the unsightly cut. It is practically four miles from the west end of the draw of the Williametre bridge to the North Pacific Lumber Company's plant, and in this distance they have to drop, if the beidge is lifted to a 60-foot clearance, less than 25 feet; in which distance they can easily maintain a low grade. slaughter-house in the city limits, and with slaughtering inside of the limits. I will furnish the evidence to convict him. and I have so informed Chief Gritzsald 'A. C. Edmons, himself der arrest on similar charges, and also his son, Willis D. Edmons.
"What evidence can you furnish?" was

asked of Mr. Edmons "My own son, Willis, will go on the stand and swear that he has frequently slaughtered animals for Ladd," was the

Where is the slaughtering done?" "In Ladd's barn, on his big farm, north of the Base Line road," replied Mr. Ed-

animals in Ladd's barn?" was asked.

"January 2 of this year he went to Ladd's barn and butchered hogs there," was the reply.

"The police have arrested me, now why do they not arrest the rich the same as the poor?" queried Mr. Edmons. "I asked that question of the Chief of Police, and he replied that he would prosecute the rich and poor alike, but when I told him that If he would arrest William Ladd I would furnish the evidence to convict, he

said again that he would treat rich and poor alike, but did not arrest Ladd. But my son was arrested the same day, bu rich Mr. Ladd is not yet arrested,"
The cases against the Edmons is scheduled for this morning's session of the Municipal Court, and lively scenes are expected, for the elder Edmons, who is G. A. R. veteran, says he will fight the matter to the end, and will not allow the city to prosecute him out of business be cause he is poor, and still permit rich mer to operate unmolested. He declared yes-terday that he would again demand the arrest of William Ladd, and said he stood

ready to furnish the evidence against him. Patrolman Phillips, who arrested Harry Green after leveling a revolver at him while he was standing with a companion in front of a Williams-avenue saloon at an early hour Wednesday morning, has also captured Arthur Klumpp, also a young man, and both are now held on suspicion of burglary. The police believe they are guilty of robbling boxes attached to telephones in various places in Portland. Both will have a hearing soon.

Wee Gue got into a fight with another

Chinese, and was fined \$2.50 for striking him. In addition, he was assessed \$10 for having opium in his possession.

Thinks St. Paul Sure to Build.

W. C. Seachrest, Pacific Coast agent of the New York Central lines, returned yesterday from a short business trip to the Sound, where he found prosperous conditions and prospective passenger traf-fic over his lines all that could be wished. He said railroad men in Seattle were talking nothing but the St. Paul extension to the Coast, which is regarded on the Sound as an assured thing, and every one firmly Tacoma. Mr. Seachrest believes there is no question that the road will come to Porland if it touches the Coast at all, and officials of the road are making no secret of the intention to build to the Coast, and work is now under way from the Middle Western terminals. H. S. Rowe, general agent for the St.

Paul, also returned yesterday from Seat-tle, and he reports unusual activity in tidelands on the Sound, the result of the proposed extension of the road he represents. He expects the line to enter Port-land, as well as the Sound cities.

GRAY HAIR QUICKLY RESTORED To its natural color by using Alfredum's Expetian Henna. Sure, harmless. At first-class druggists.

A Fair Offer To prove to sufferers from Dyspepsia

I will send a

\$1.00 Bottle FREE to any one sending this ad. and 25 cents to pay forwarding charges. Absolutely flarmiess. Indersed and successfully used by physicians. Only one bottle to a family. This offer stands good only for a short time. Write today.

Charlestourchant 62-M Prince St., New York Write for booklet on the Rational Treatmen





WHAT IT MEANS TO YOU

Few People Realize the Importance of Good Digestion Until It Is Lost. Many people suffer from dyspepsis and do not know it. They feel mean, out of sorts, peavish, do not sieep well, do not have a good keen appetite, do not have the inclination and energy for physical or mental work they once had, but at the same time do not feel any particular pain or distress in the stomach. Yet all this is the result of poor digestion, an insidious form of

any particular pain or distress in the stomach. Yet all this is the result of poor digestion, an insidious form of Dyspepsia which can only be cured by a remedy specially intended to cure it and make the digestive organs act naturally, and properly digest the food caten. Bitters, after dinner pills and nerve tonics will never help the trouble; they don't reach it. The new medical discovery does. It is called Stuart's Dyspepsia Tablets and is a specific for dyspepsia and indigestion it cures begause it thoroughly digests all wholesome food taken into the stomach, whether the stomach is in good working order or not.

Stuart's Dyspepsia Tablets, by digesting the food, instead of making the worn out stomach do all the work, gives it a much needed rest and a cure of dyspepsia is the natural result.

When you are nervous, run down and sieepless, don't make the common mistake of supposing your nervous system needs treatment and fill your

mistake of supposing your nervous system needs treatment and fill your stomach with powerful nerve tonics which make you feel good for a little while only to fall back farther than Your nerves are all right, but they

are starved, they want food. Nourish them with wholesome everyday food and plenty of it, well di-gested, and you can laugh at nerve tonics and medicine. But the nerves will not be neur-ished from a weak, abused stomach,

out when the digestion has been made perfect by the use of this remedy all nervous symptoms disappear. Who ever heard of a man or woman blessed with a vigorous digestion and good appetite being troubled with their nerves?

Good digestion means a strong ner-yous system, abundance of energy, and capacity to enjoy the good things of

Stuart's Dyspepsia Tablets will certainly set your stomach and digestive organs right; they can't help but do it because they nourish the body by digesting the food eaten, and rest the

You get nourishment and rest at one and the same time, and that is all the worn out dyspeptic needs to build him up and give new life to every organ and an added nest to every pleasure. Stuart's Dyspepsia Tablets are a Stuart's Dyspepsia Tablets are a ed-send to the army of men and god-send to the army of men and women with weak atomachs and nerves and justly merit the claim of being one of the most worthy medical discoveries of the time.



No Benefit No Cost.

If you are weak and wornout-if you are nervous, irritable, have headache, backache, neuralgia, or periodical pains, it is because you have exhausted your nerve force.

If you cannot sleep, and are thus robbed of the rest which nature demands for the restoration of mental and physical vigor, your system will continue to run down.

Dr. Miles' Nervine restores vitality by soothing and strengthening the nervous system, thus inducing refreshing sleep, and imparting strength and vigor to all the organs of the body.

There are very few instances where Nervine will not benefit; if not, your druggist will refund the money.

fund the money.

"When I began taking Dr. Miles'
Nervine I had a very sour stomach,
with pain extending far around on my
left side—attended with extreme nervousness. I dreaded to have night
come, as it was impossible for me to
siecp. Everything I ate distressed me.
Before I had finished one bottle of
Nervine there was such a change that
my husband bought six more, which
has restored me to health."

MRS. JENNIE SIMMS.

Rushville, Ind.

Dr. Miles' Nervine is sold by your druggist, who will guarantee that the first bottle will benefit. If it falls, he will refund your money. Miles Medical Co., Elkhart, Ind

