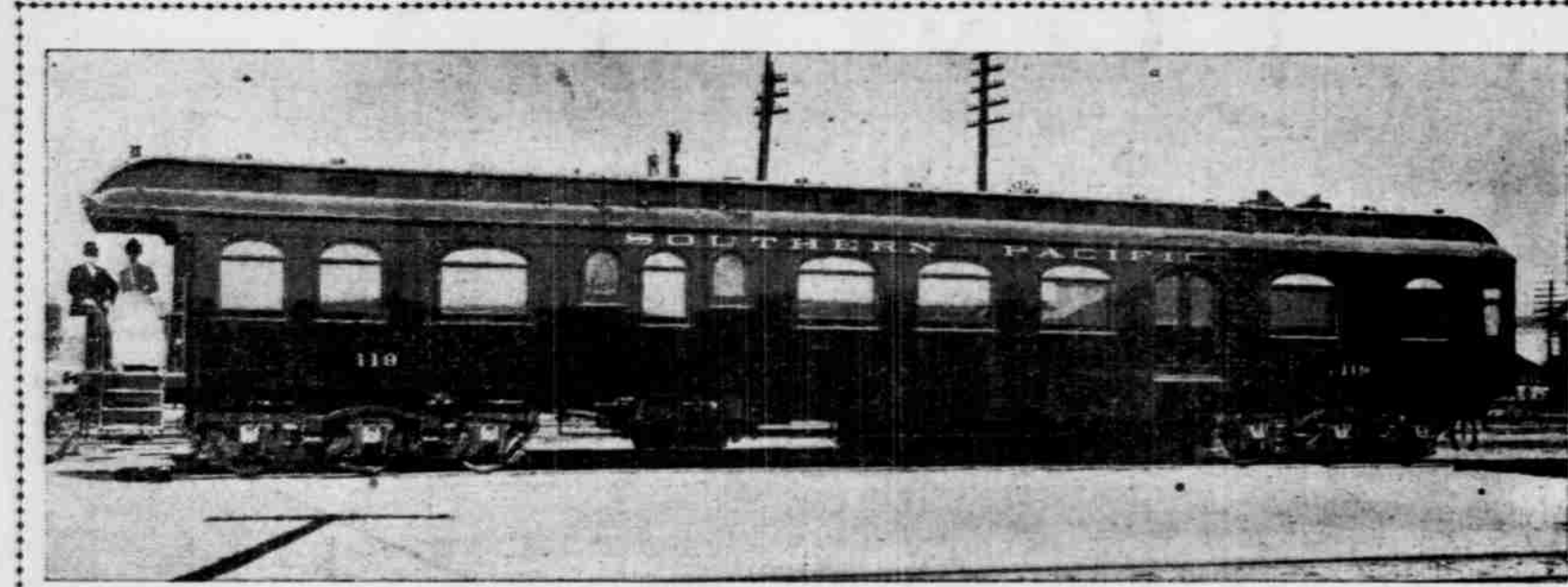


HOSPITAL ON WHEELS LATEST Car 119, of the Southern Pacific, Pays a Visit to Portland Yards. IS FINEST OF ITS KIND

In Charge of Dr. Ainsworth, Chief Surgeon of the Railway Company, It Will Be Used in Wreck Emergencies.

A modern hospital on wheels, equipped with all that helps relieve suffering, manned by trained physicians and nurses, ready at an instant's notice to rush to the relief of passengers mangled in a wreck as fast as the huge compound locomotives of the Southern Pacific can tow the unit into their whirling dervishes—this is what Southern Pacific car 119 is. It stood in the yards of the Union Depot all day yesterday, arriving in the morning and leaving on the overland last night.



NEW SOUTHERN PACIFIC HOSPITAL CAR, WHICH WAS IN PORTLAND YESTERDAY.

ably build several more very much like this one. The car has already been all over the Western railway map in line with its duty, and has been found to work with success. It went to Chicago recently, where it was exhibited at the session of the American Railway Association.

The putting of 119 into service is the beginning of a general service of this kind to be carried out by the Southern Pacific, under Dr. Ainsworth's direction. It is proposed to have other cars, similar to this, but not so elaborate and costly, but no will less serviceable, stationed at various points along the Southern Pacific system, ready to go anywhere in the relief of the injured at a moment's notice.

First of Its Kind. The hospital car 119 is the first of its kind, and more will probably be turned out by the Southern Pacific for the same work that this one is doing for the relief of the victims of the seemingly unavoidable railroad accident. The car was built at the Sacramento shops last October, and with very few exceptions, such as the lighting fixtures, is wholly the work of the Southern Pacific's car-builders.

Car a Heavy One. The car is a very heavy one, weighing about 122,500 pounds. It is so staunchly built that in a collision it would crush any Pullman or the lighter passenger coaches to splinters without being seriously smashed itself. It is 87 feet in length, running upon two six-wheel trucks, which alone weigh 41,000 pounds.

Device of Berths. On each side of the car are double sliding doors to permit the injured to be carried into the car on stretchers, where they are received and placed on the operating table if need requires. There they are conveyed to the adjoining compartment, where the most unique feature of the car is found. This is a plan whereby the wounded are laid on the floor and their berths rise under them, lifting them to the usual upper and lower berth elevations of sleeping-cars. The beds are kept in spaces under the floor, and by means of lifting sections of the floor and cables operated by a crank, the patient too ill to be placed in an upper berth in any other way, is gently raised to any ordinary height demanded by the circumstances and the crowded condition of the car.

There is also a private room, with an ordinary wide bed, fitted with washstand and all the modern conveniences. In the forward end of the car, devoted to the crew of two colored attendants, there is another sleeping apartment, but this is the usual Pullman well berth. At the other end a leather couch is transformed into berths for the physicians in charge.

A model kitchen, with range and large hot-water heater, is a part of the equipment of the car, together with a compact cupboard and storeroom. At the front end is an icebox of generous dimensions that provides for the perishable food supplies and holds half a ton of ice. Perhaps the triumph of the car, considered from the standpoint of personal comfort of those who accompany it, is a shower bath. Private cars galore have baths, and Pullmans advertise them for transcontinental or short-distance traveling, but shower baths are scarce. The rear compartment, which is a small observation-room for the physicians, is fitted with air-gauges, speed indicators, etc., with everything a little ahead of the usual equipment of private cars. The metal finishings throughout are of gummetal. In fact, "all the comforts of home" are found in this very latest product of the carbuilder's art, and to be mangled in a railroad wreck would not seem so terrible if one had this car at his command and the skill it represents.

Interior of Southern Pacific Hospital Car, showing arrangement of berths. A model kitchen, with range and large hot-water heater, is a part of the equipment of the car, together with a compact cupboard and storeroom. At the front end is an icebox of generous dimensions that provides for the perishable food supplies and holds half a ton of ice.

PLAN FISH HATCHERY Members of Fish and Game Association Meet. OFFICERS ARE ELECTED

It Is Proposed to Put a License on Fishing Rods to Obtain a Fund for State Propagation of Trout.

At the annual meeting of the Oregon Fish and Game Association, held last night in the rooms of the Chamber of Commerce, H. E. Tronson was again elected president; Dr. Key Churchman, was selected as vice-president; A. E. Gebhardt, secretary and H. S. Butterfield, treasurer. There was a large attendance and several important suggestions which the association has determined to follow out.

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Table with columns for fish species, dates, and counts. Includes Brook Trout Yearlings, Rainbow Yearlings, and Blackspotted Fingerlings.

HE WILL TRY RICHARDS Deputy City Attorney Fitzgerald Announces His Purpose.

Positive announcement was made yesterday morning by Deputy City Attorney Fitzgerald that Thomas L. Richards, proprietor of an establishment at Park and Alder streets, will be prosecuted in the Municipal Court on a charge of illegally maintaining private boxes in his restaurant.

upon what demands are made by the defense. If a jury trial is called for, it is highly probable that some sensational evidence will be introduced. Young girls alleged to have been furnished liquor in the private boxes at Richards', will be subpoenaed, placed on the witness-stand and compelled to give testimony as to what they have seen and know of the place.

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DAY NURSERY PLAN Mrs. Arthur M. Dodge Tells of Project. PORTLAND MAY HAVE ONE

Fruit and Flower Mission Is Anxious to Establish a Nursery Where Working Women May Leave Their Infants.

The Portland Day Nursery can be said to be almost an established institution, for those who were in the dark as to the ambition of the Fruit and Flower Mission were given the benefit of a full and convincing explanation by Mrs. Arthur M. Dodge yesterday afternoon, through an address at the Unitarian Chapel.

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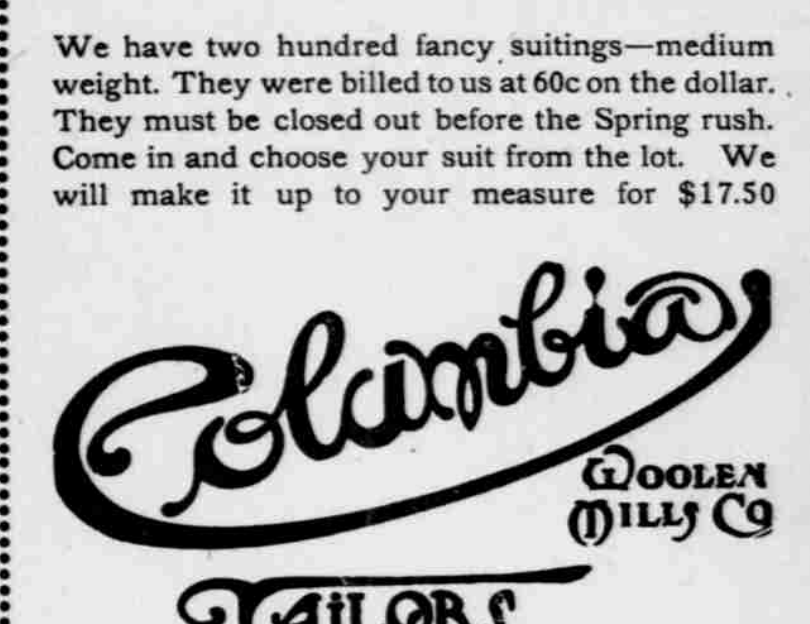
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For High Balls Use a SPLIT of Apollinaris "RENDERS SPIRITS MORE WHOLESOME."

A suit to your measure FOR \$17.50

We have two hundred fancy suitings—medium weight. They were billed to us at 60c on the dollar. They must be closed out before the Spring rush. Come in and choose your suit from the lot. We will make it up to your measure for \$17.50



Elks' Building, Corner Seventh and Stark

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