VERDICT FOR SONG

Mrs. Lillie Dearing Wins Suit in Court.

JURY FINDS FOR WRITER

She Composed the Words for an Advertising Song to the Tune of "Mr. Dooley" and Is Awarded $250.

Mrs. Lillie Dearing will receive $250 for writing a song extolling the virtues of the Conservative Life Insurance Company which was sung at the convention of the agents of California, Oregon and Washington in March, 1905, to the tune of "Mr. Dooley." Mrs. Dearing sued the company to recover for her services and the jury which tried the case in Judge Cleland's court yesterday returned a verdict in her favor.

Mrs. Dearing testified that she was requested to write the song by J. H. N. Clausen, manager of the branch at Portland. He suggested that the measure conform to some catchy air, such as, "Hiawatha" or "Under the Bamboo Tree," and Mrs. Dearing, on her own judgment, chose the tune of "Mr. Dooley" as more suitable. She stated that her husband, J. W. Dearing, who was then an agent for the company, gave her material proper to use, and she wrote the song twice before it pleased her and fitted the tune. The reason she was asked to write the song was because she had previously composed a piece of poetry at the time of a visit to Portland of Vice-President Tupper of the company, which met with his commendation. Her husband corroborated her testimony.

A deposition of Mr. Clausen was read, in which he admitted that the song was sung at Los Angeles and other places at which the convention has been in session and made a hit. He stated that he supplied Mrs. Dearing with ideas, and did not promise to pay Mrs. Dearing anything. He considered it an evidence of good fellowship on her part and that of her husband, and did not think the song advertised the company any. A few copies were given to policy holders.

Frank Freeman, attorney for Mrs. Dearing, introduced a copy of the Los Angeles Herald showing publication of a portion of the song and chorus. The song contains numerous choruses.

Mr. Dearing, it was shown, did not attend the convention.

C. F. Easter and other witnesses testified that the song served to arouse the convention and wake the boys up. There was also evidence that on one occasion Mr. Clausen stated that Mrs. Dearing ought to receive remuneration either from the company or the agents, and he would take the matter up.

J. H. Keating, a song writer of note, testified that he would charge probably $500 to $1,000 for a song for advertising purposes, but had never done such work, and received royalties on his songs. The chorus, he said, is 90 per cent of a song; it qualifies the song and is supposed to be the taking feature.

HE WANTS HIS MONEY BACK.

G. A. Du Rette Sues for Return of Price Paid for Stock.

G. A. Du Rette, who invested $1150 in stock in the Pacific Mail Order Company on November 30, 1904, wants his money back. He purchased 15 shares, and under his contract alleges that he is entitled to receive par value, which is $1500. Du Rette was engaged in raising hops near Fairfield, Marion County, and avers that he was induced to purchase the stock by J. R. Greenfield, president of the company. He says he was promised a position in the company's store at a salary of $60 a month, to be increased to $75 at the expiration of a year. If he was discharged his stock was to be redeemed and he was not to quit of his own volition. He says he was discharged October 2, 1905, by George L. Rees, vice-president of the company. He sued the company for $1500, and the trial of the case was begun yesterday in Judge Sears' court. Du Rette testified that he was induced to go on a vacation for a month and that he had a written agreement to be given work upon his return. The day after he went back to work he said Mr. Rees discharged him by telling him he had no further use for him. Mr. Greenfield told him he could find a purchaser for about half of his stock for 85 cents a share, and Du Rette declined to sell at this figure.

Several witnesses were called to testify that Rees desired to get rid of Du Rette.

The defense is that Du Rette was not discharged, but quit of his own accord, and that when Mr. Torzerell, a lawyer, called at the office of the company relative to the matter he was informed by Mr. Greenfield that Du Rette's place was open for him, but Mr. Du Rette did not return. The trial has not yet been concluded. J. P. Kavanaugh is attorney for Du Rette and A. L. Veazie for the defense.

CALLED TO TRY HIMSELF.

James Anderson, Defendant, Goes to Jury Box.

James Anderson, proprietor of the Union House, had the novel experience yesterday of being called as a juror in a case in which he was the defendant. Such a thing never occurred before in the history of legal practice in this city, and perhaps in no other place. It happened because Mr. Anderson is a member of the regular panel of jurors in the State Circuit Court this term. In calling the names of jurors, Clerk Bamford called the name of Mr. Anderson, and he took his seat with the other jurors, having been previously advised to do so by his attorney, George S. Shepherd. Mr. Shepherd appreciates a little humor, and when asked by Judge George where the defendant was, drily answered that he would be in his proper place shortly. Mr. Shepherd then proceeded to examine Mr. Anderson touching his qualifications to serve as a juror in the case. He asked him how long he had lived in Portland, and if he knew anything about the case. In answer to the latter inquiry, Mr. Anderson said he knew a whole lot about the case. Mr. Shepherd then informed Deputy District Attorney Bert Haney, who, together with Charles J. Schnabel, was engaged in prosecuting the case, that Mr. Anderson the juror and Mr. Anderson the defendant were one, and Mr. Anderson was excused from serving as a juror to try himself. He is, however, entitled to receive the usual fee of $2 for one day's attendance as a juror. The spectators laughed, and Judge George smiled broadly at the incident.

Mr. Anderson was accused of assault and battery on E. F. Gray, a cook in his employ. He was convicted in the Municipal Court and appealed the case. He struck Gray with a scoop shovel, breaking his arm. The excuse offered by Anderson was that Gray had been drinking and assaulted him with a carving-knife. He said he narrowly escaped being stabbed and killed. Several witnesses were examined and the jury decided the preponderance of testimony was against Anderson and returned a verdict of guilty, with a recommendation of clemency.

Mr. Shepherd also attracted attention by excusing Juror Reb C. Beuchler, with the remark that he doubtless believed in the doctrine if he was smote upon one cheek of turning the other to the assailant.

Will of Frank Zaninovich.

The will of Frank Zaninovich, commonly known as Frank Zan, who was one of the members of Zan Bros., Inc., was admitted to probate yesterday in the County Court. He died in Arizona last month. To Dominick August, a son, known as "Meno," who resides in San Francisco, only $5 is bequeathed. An income of $100 a month is provided for the widow, Frances Cecelie Zan, for the support of herself and daughter. John Kelly and Fred S. Dresser, friends of the testator, are appointed trustees of the property to manage it until Regina Veronica, a daughter, now 12 years old, reaches the age of 18 years, when she is to receive all of the property of the estate. The household furniture, etc., is devised to Mrs. Zan. To the Good Samaritan Hospital and St. Vincent's Hospital $2250 each is bequeathed.

Sues Street Railway for Damages.

Because an automobile in which he was riding was run into by a street car and he was thrown out onto the pavement and injured, John Davis yesterday began suit in the State Circuit Court against the Portland Railway Company for $25,000 damages. The accident occurred on July 21, 1905, at the intersection of Twenty-first and Thurman streets. Davis alleges that his right leg was badly cut, his ear torn and his face cut, and he was otherwise bruised and lacerated. John Ditchburn appears as his attorney.

Will Filed for Probate.

The will of the late Martin Gillihan was admitted to probate by Judge Webster yesterday. The estate is valued at $37,495, of which $8620 is cash. It is devised equally to the nine children, John F., Edwin Presly, and Harriet L. Gillihan, Vina E. Cole, Rebecca C. Ramsay, Sarah E. Parmalee, Mary A. Sparks and Lucy A. Gardner. The will provides that if Mrs. Gardner dies before her husband her share be only $1, because the testator does not desire that Mr. Gardner shall receive anything from the estate.

Sues for Value of Copper Wire.

The Pacific States Telephone and Telegraph Company has sued Joseph and Meyer Simon, doing business as J. Simon & Bro., in the State Circuit Court to recover $134, the value of some copper wire claimed to be owned by the company in possession of the defendants.

ASK FOR SANATORIA.

Members of the Board of Health on Consumption.

A strong effort will be made by the Board of Health, assisted by the public, to obtain State support for the establishment of open air sanatoria in Oregon at the coming session of the Legislature. A special meeting of the State board was held yesterday afternoon in the offices of Dr. R. C. Yenny to discuss the advisability of this action, and it was the unanimous opinion of the physicians present that such a step should be taken, not only to benefit the many patients who are unable to afford the necessary treatment in private institutions, but to protect those whose health is constantly menaced by the presence of tubercular patients in public.

A committee composed of Dr. C. J. Smith, Dr. A. C. Smith and Dr. E. A. Pierce was appointed to formulate some plan for presenting the matter to the people and eventually to the Legislature. The next meeting of the board will be in April at Astoria, and at that time this committee will make its report, and an active campaign will commence. The physicians of Portland do not favor one big sanatorium to be built at great expense and maintained by the State, but two or three open-air camps, like the one now in operation near Milwaukie. These are inexpensive, the principal item being the food. It is realized that any tubercular patient can sleep and live in the open air without going to a sanatorium, but they are not educated in caring for themselves properly, and many are not able to purchase the fresh eggs, juicy beef and rich milk with which they are dieted.

Visit the Sanatorium.

Before the meeting of the State board several of its members, accompanied by the executive board of the Portland Open Air Sanatorium, visited that institution for the purpose of a thorough inspection of its methods, and the result of the treatment. The party went out early yesterday morning and spent several hours at the sanatorium.

Dr. E. A. Pierce, the physician in charge, met the party at the car, and Miss McNamara, the matron, greeted them on arrival at the beautiful spot on the river bank, where 19 patients are now recovering from the dreaded white plague. Nearly all the patients were sitting out in the sun, without wraps, and their tent homes were wide open to the breezes. The place looks like a big camp established for a summer outing, and everything was as spic and span as the woods in their natural state would permit.

Favor State Assistance.

A. L. Mills and I. N. Fleischner, of the local board, are both in favor of the establishment of at least two more such sanatoria at State expense as a protective measure. "That there are many people suffering with tuberculosis who cannot afford the diet we give them here, and who do not know how to take care of themselves is beyond question," said the former. "Such institutions as this are not expensive, and I deem them more beneficial than large buildings erected at great cost to the public."

Mr. Fleischner expressed himself in similar vein, dwelling especially upon the great protection of such institutions to the public at large. "Consumption is one of the greatest plagues on earth," he said, "and its prevalence is alarming. The only way to eliminate the danger of contagion is to isolate those afflicted and teach them to prevent the spread of germs."

In commenting upon the manner in which the sputum is destroyed at the sanatorium, Dr. Andrew Smith said: "If the whole town could be made to exercise this caution, there would be no necessity for such places as these." No one is allowed to expectorate on the ground at the Milwaukie resort, and fire is used to prevent the escape of germs.

Dr. A. J. Smith, of Pendleton, and Dr. E. B. Pickle, of Medford, were out of town physicians who visited the sanatorium and attended the State board meeting later. The board favors State support for the present sanatorium and the establishment of branches in Southern and Eastern Oregon.

Arrested for Larceny.

M. Miller, charged with stealing $350 from Paul Toth in a North End saloon Tuesday night, was arrested yesterday afternoon by Detectives Kerrigan and Snow. Toth identified Miller as the man who had robbed him and signed a complaint charging him with larceny. Toth, who was taken sick in the city jail, was removed to the hospital yesterday for treatment.

ASK FOR NEW BIDS

Contractors Expect Too Much For Repairing Lightship.

TO REVISE SPECIFICATIONS

Lighthouse Board Not Inclined to Expend From $25,000 to $30,000 in Making Vessel Seaworthy.

For the second time the Lighthouse Board of Washington has declined to accept any of the bids submitted for the repairs of Lightship No. 67, which lies at the Government moorings at Astoria as a result of having been driven ashore several months ago in a fierce storm that swept the coast. The board considers the bids too high for the necessary work, and will ask for new ones to be opened on the 16th inst.

Commander Werlich, in charge of this district, has received instructions to prepare new specifications in order that bidders may have a chance to reduce their figures, as the board does not wish to expend anything like $25,000 or $30,000 to place the vessel in seaworthy condition. The bids submitted in the past have ranged from $25,000 to $33,500, the latter being the amount of the first bid submitted by R. H. Loller, of this city, and these the board will not begin to entertain.

The original specifications called for a great deal of repairs, from the keel to the spars, and now it is believed that the ship can be placed in serviceable shape without a number of the smaller details.

No decision has been reached yet as to what disposition will be made of the lighthouse-tender Manzanita, which is also tied up at the moorings near Astoria. The Manzanita was sunk in the Columbia in the vicinity of Westport last Fall, and subsequently floated, but her injuries were so extensive that it is a question with the Board whether to repair her or sell her to the highest bidder and buy a new craft. This depends also a great deal upon what action Congress takes in the premises, for without a substantial appropriation the board will be unable to secure a new boat.

The Manzanita is an old vessel, and at the best is considered poorly suited for the work now required from her.

AFRAID TO VENTURE OUT.

Puget Sound Tugboats Were Notified of Valencia Wreck.

L. G. Sutton, chief operator of the Port Crescent-Tatoosh Island Seacoast Telegraph Line, in his official report to District Forecaster E. A. Beals, says that tugs on the shores of the Strait of San Juan de Fuca could have gone to the assistance of the shipwrecked on the Valencia 22 hours earlier had the Captains of these boats had nerve to take a small risk. As soon as the wires were fixed the tugs were notified of the wreck and the endangered passengers, but they would not respond to suggestions to go to sea.

The following excerpts from the letter are self-explanatory:

The Government line went down the same night—Monday night—that the Valencia was wrecked. The line was down until Wednesday noon. The trouble was caused by 49 breaks, mostly on the Crescent and Pysht sections. I am sure everything within human power was done to renew communication with the least possible delay.

As soon as communication was restored Wednesday noon the Neah Bay operator was told to inform the tugs there of the wreck. The turboat captains refused to go without orders from their Seattle office. The Seattle office of the tug company was informed immediately of the resumption of communication with Tatoosh and Neah Bay, but it was 22 hours later before anything was done by the Seattle tug office to order their tugs to the scene of the wreck.

The first news of the wreck reached this office at 4 P. M. on the 23d, and knowing that the line to Neah Bay was down, I urged the captain of the tug Wallowa, anchored in Crescent Bay, to go to the wreck. He was a stranger to that locality, and did not care to risk his boat. If this tug had gone it would have been the first to the scene of the wreck, as it was several hours after this that any relief boats left Victoria.

It is unfortunate that the wire to Neah Bay was down, but I am sure, considering the number of breaks that were repaired, the line was put in working order as quickly as possible. The fact that the line passes through a densely wooded country, subject to severe storms, must be taken into consideration. Nothing can be done to stop the timber from falling during these storms. As it is at such stormy periods that the line is of most importance, at these times we do everything possible to maintain communication.

MESSAGE FROM THE ROANOKE.

Bottle Set Adrift at Sea Picked Up on Beach Near Newport.

Albert Sijota picked up a bottle about a mile south of the mouth of the Siletz River a couple of days ago containing a note from the steamer Roanoke when she was off the coast adrift and helpless, her rudder gone. The bottle was cast upon the beach by the incoming tide. The note written in lead pencil, is perfectly legible and reads as follows:

"1:35 P. M., Thursday, Nov. 30, 1905. S. S. Roanoke. Adrift since Monday with no rudder. Thanksgiving day and no turkey for us. Bound south but are now headed north. Expect to be picked up today. Are now just off Mendocino. About 90 passengers on board all cheerful and in good health."

The note is signed by Guy A. Ridgely, of Los Angeles, Bessie Powell, of Vancouver, Wash., and Hazel Reed, of Portland.

The Roanoke was picked up the following Saturday after having proceeded well on her way towards San Francisco under a jury rudder and was towed into San Francisco the following Monday with all well on board. Inasmuch as the accident to the steamer's steering gear occurred at the height of a storm great anxiety was entertained at the time for the safety of the vessel with her many passengers.

STEAMER INTELLIGENCE.

Due to Arrive.

Steamer—From—	Date.
Jeanie, San Francisco	Feb. 8
Columbia, San Francisco	Feb. 8
Roanoke, San Francisco	Feb. 12
Alliance, Eureka-Coos Bay	Feb. 10
Senator, San Francisco	Feb. 13
Northland, San Francisco	Feb. 14
Aurelia, San Francisco	Feb. 17
Redondo, San Francisco	Feb. 17
F. A. Kilburn, San Francisco	Feb. 17
*Numantia, Orient	Feb. 22

Due to Depart.

Steamer—Destination.	Date.
F. A. Kilburn, San Francisco	Feb. 10
Nome City, San Pedro	Feb. 10
Jeanie, Los Angeles	Feb. 10
South Bay, San Francisco	Feb. 10
Columbia, San Francisco	Feb. 10
*Nicomedia, Orient	Feb. 12
Alliance, Eureka-Coos Bay	Feb. 12
Roanoke, Los Angeles	Feb. 14
Aurelia, San Francisco	Feb. 20
Redondo, San Francisco	Feb. 20
*Numantia, Orient	Mar. 1

*Carrying mail.

WITH LUMBER FOR CHINA.

Barkentine Amazon Chartered by the Pacific Export Lumber Co.

After an absence of many months the barkentine Amazon, Captain Aas, will return to Portland to load another cargo of lumber for Shanghai. She was chartered yesterday by the Pacific Export Lumber Company, and will probably be here some time next month to commence loading.

The Amazon has taken many cargoes from Portland to ports across the ocean. She is a large carrier, her capacity being nearly 1,500,000 feet, or fully as much as the average foreign square-riggers now accepting lumber charters.

Roanoke Due Here Monday.

A telegram from Charles P. Doe, manager of the North Pacific Steamship Company, states that the steamer Roanoke will leave San Francisco for Portland next Saturday afternoon at 2 o'clock. Harry Young, the company's agent in this city, says the Roanoke will be here Monday to resume operations between this port and Port Los Angeles via San Francisco. The steamer has been thoroughly overhauled at the Bay City, and is now equipped with oil burners.

Indians Carry Away Cargo.

SEATTLE, Feb. 7.—The German tramp steamer Mariechen is lying on her beam ends and listed heavily to port on the beach at False Bay, in Southeastern Alaska. The captain has abandoned the vessel as a total wreck, but the underwriters may make an effort to save her. The Chinese crew reached the city today and will be sent to their home in the Orient. The cargo is floating ashore and boxes of merchandise adn sacks of flour are being carried away by the Indians.

Marine Notes.

The steamers Aurelia, Redondo and F. A. Kilburn sailed yesterday for San Francisco.

Reinsurance of the British bark Drumcraig, from Portland to Manila, has advanced to 77 per cent.

The Sailing Ship Owners' International Union will hold its next meeting in Glasgow in June, when rates for the new season will be fixed.

The French bark Jacobsen was chartered yesterday by Andrew Weir to load at Dunkirk for Portland. The Jacobsen has been in Portland before. She registers 1771 tons net.

The British ship Clackmannanshire will probably go on the drydock for examination, it being feared that she was slightly damaged while in the harbor of Salina Cruz, Mexico.

Domestic and Foreign Ports.

ASTORIA, Feb. 7.—Condition of the bar at 5 P. M., smooth; wind north; weather cloudy. Arrived down at 4 and sailed at 4:20 P. M.—Steamer Rosecrans, with schooner Monterey in tow, for Monterey.

San Francisco, Feb. 7.—Sailed—Schooner Beulah, for, Portland; steamer Curacao, for Guaymas; steamer Mongolia, for Hongkong, via Yokohama and Honolulu; steamer Elizabeth, for Coquille River; steamer Indianapolis, for Seattle. Arrived—Steamer Thomas L. Wand, from Gray's Harbor; steamer Centralia, from Gray's Harbor; steamer Meteor, from Tacoma; steamer Homer, from Portland.

Coos Bay, Sept. 7.—Sailed—Steamer Czarina, for San Francisco.

Seattle, Feb. 7.—Arrived—Steamer Cottage City, from Skagway.

PERSONAL MENTION.

Mrs. H. A. Sargent, who was injured October 29 in a runaway accident at Palo Alto, Cal., has completely recovered and is expected to return to her home in Portland in 10 days. She has been convalescing at Menlo Park, Cal.

NEW YORK, Feb. 7.—(Special.)—The following people from Oregon and Washington registered at New York hotels today:

From Portland—Mrs. B. C. Holton, at the Holland; J. Driscoll, at the Imperial.

From Seattle—F. F. Hunter, at the Hotel Astor; C. D. Offutt, A. B. Baker, A. Lilienthal, at the Woodward; E. Rosenberg, at the Martinique.

From Tacoma—H. E. Pool and wife, at the Imperial.

From Pumeroy, Wash.—F. J. Elsensohn, at the York.

From Spokane—L. H. Wells, at the New Amsterdam; Mrs. F. E. Goodnail, at the Earlington; A. G. Hanauer, at the Imperial.

CHICAGO, Feb. 7.—(Special.)—The following Oregonians registered at Chicago hotels today:

From Portland—F. C. Knapp, R. B. Miller, at the Auditorium; A. P. Kelsey, at the Grace.

From Salem—D. B. Montgomery, at the Majestic.

Croup, and How to Prevent It.

The cold weather of the Winter is usually dreaded by the parents of young children, as, be as careful as they may, colds are liable to be contracted, croup to follow and the wisdom of the household tested. The first requisite in the treatment of croup is promptness. Given as soon as the child becomes hoarse, or even after the croupy cough appears, Chamberlain's Cough Remedy will prevent the attack. When this is not done, or when the attack appears suddenly in the middle of the night, as it sometimes does, give this remedy freely until vomiting is produced and a cure will be effected. It has been in use for more than a third of a century, and has never been known to fail. For sale by all druggists.

For Breakfast Luncheon or Tea

A few small biscuits easily made with Royal Baking Powder. Make them small—as small round as a napkin ring. Mix and bake just before the meal. Serve hot.

Nothing better for a light dessert than these little hot biscuits with butter and honey, marmalade or jam.

You must use Royal Baking Powder to get them right.

ROYAL BAKING POWDER CO., NEW YORK

FAKE STOCK FOOD

William Schulmerich Warns the Farmers.

DECLARES IT WORTHLESS

"Russian" and "Persian" Condensed Food for Animals Is Denounced at Farmers' Institute as a Fraud.

SAYS STOCK FOOD IS FAKE.

William Schulmerich, a dairyman of Washington County, in his addresses before the institutes held at Fairview, and in Columbia Grange Hall, Patrons of Husbandry, east of the Sandy, held Monday and Tuesday, denounced the condensed food for stock known as "Russian" and "Persian" stock food, as being a fraud upon the farmers, and declared that it was worthless as food for stock. The "food" is sent out in small packages or buckets, and purporting to be highly condensed for use by stock, and that a small quantity only is required. Mr. Schulmerich said that it was unfit, and that no good results had ever been obtained from it.

Fruit Inspector J. H. Reid, of Milwaukie; William Schulmerich, of Washington County; Dr. James A. Withycombe and Professor Knisely, of the Oregon Agricultural College, returned yesterday from Fairview and east of the Sandy River, where they conducted highly successful institutes Monday and Tuesday, during the days and evenings. The first institute was held at Fairview, under the auspices of the Grange Patrons of Husbandry, which was fairly well attended. Napoleon Davis, master, presided, and the visitors were well received.

Tuesday morning the entire party drove in a conveyance to the hall of Columbia Grange, east of the Sandy River, which they reached at 9 o'clock, and were given a most hearty welcome. Farmers poured in from different directions in their wagons, and at the morning session there was a large audience, largely increased in the afternoon. In the evening the large hall was filled with farmers. The subjects presented were: "Intensified Farming," by Dr. Withycombe; "Dairying and Feed Fertilizers," by William Schulmerich and Professor Knisely. Inspector Reid talked of fruit pests, spraying and methods of handling young fruit trees.

The address of William Schulmerich, of Washington County, a practical dairyman, attracted great attention, for the reason that he denounced as a fraud the so-called "Russian and Persian" patent stock feed, or "condensed stock food," sent out to farmers in buckets and small packages. This food purports to be in a highly condensed form, the same as some condenced food for men, so that a few spoonfuls is enough for a feed.

Mr. Schulmerich declared that this food for stock was a fraud, and that no good results were ever obtained from its use, and he warned the farmers against using it, as it was worthless.

Professor Knisely spoke on soil and plant food. In the evening Inspector Reid gave a fine illustrated lecture on "Fruit Pests," and Dr. Withycombe spoke on raising fine stock.

R. P. Rasmussen, a farmer, contributed much to the success of the institute. Samples of fine apples were brought from the Corbett farm. Ample lunches were served at noon and in the evening in the hall. C. J. Littlepage presided at the meetings. Inspector Reid said the institute was the most successful he had ever attended. The interest was the best yet met with, and he commends Columbia Grange and the farmers of that section as among the most progressive in the state. Mr. Reid says that the country east of the Sandy River was the most promising fruit section, and for general farming, in the Willamette Valley.

At both Fairview and Columbia Grange hall local talent furnished entertainment, interspersed among the lectures.

New Railway Shops in Albina.

The new paint shop and coach repair station at the Albina O. R. & N. yards has been completed and is now being used. The old paint shop has been transformed into a storehouse. The other new buildings for repairs to the rolling stock and construction work, representing a cost of $328,000, are ready for the installation of new machinery, which is going in as fast as it is being received from the East. The roundhouse is completed, furnishing 22 additional stalls for locomotives and affording improved means for caring for the engines when off duty. The principal new building, the main machine shop, is a huge structure of brick, steel and glass and will be the home of some of the latest railroad machinery on the Coast. As a whole the shop buildings compare with any similar institutions in the West. At present the machinery at the shops is driven by steam power, but this is to be changed to electricity. Motors, independently driven, will turn the machines now being put in.

Accidents Will Happen Use SLOAN'S LINIMENT

For Sprains, Bruises Sore Muscles, Cuts Burns & Scalds

At All Dealers Price 25¢ 50¢ & $1.00

Dr. Earl S. Sloan Boston Mass U.S.A.

Dr. W. Norton Davis

IN A WEEK

We treat successfully all private nervous and chronic diseases of men, also blood, stomach, heart, liver, kidney and throat trouble. We cure SYPHILIS (without mercury) to stay cured forever. We remove STRICTURE, without operation or pain, in 15 days.

We stop drains, spermatorrhoea and night losses by a new method, in a short time. We can restore the sexual vigor of any man under 50, 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 over 20 years' experience, have been known in Portland for many years, have a reputation to maintain, and will undertake no case unless certain cure can be effected.

We guarantee a cure in every case we undertake or charge no fee. Consultation free. Letters confidential. Instructive BOOK FOR MEN mailed free in plain wrapper.

If you cannot call at office, write for question blank. Home treatment successful.

Office hours, 9 to 5 and 7 to 8. Sundays and holidays, 10 to 12.

Dr. W. Norton Davis & Co.

Offices in Van Noy Hotel, 52½ Third st., Corner Pine, Portland, Or.

Big G is a non-poisonous remedy for Gonorrhoea, Gleet, Spermatorrhoea, Whites, unnatural discharges, or any inflammation of mucous membranes. Non-astringent. Sold by Druggists, or sent in plain wrapper, by express, prepaid, for $1.00, or 3 bottles, $2.75. Circular sent on request.

CURES in 1 to 5 days. Guaranteed not to stricture. Prevents contagion. THE EVANS CHEMICAL CO. CINCINNATI, O. U.S.A.

TRAVELERS' GUIDE.

TIME TABLE Great Northern Railway

THE COMFORTABLE WAY.

TWO OVERLAND TRAINS DAILY

THE ORIENTAL LIMITED

The Fast Mail

VIA SEATTLE OR SPOKANE

Daily. Leave.	Portland Time Schedule.	Daily. Arrive.
8:30 am 11:45 pm	To and from Spokane, St. Paul, Minneapolis, Duluth and All Points East Via Seattle.	7:00 am 6:50 pm
6:15 pm	To and from St Paul, Minneapolis, Duluth and All Points East Via Spokane.	8:00 am

Great Northern Steamship Co. Sailing from Seattle for Japan and China ports and Manila, carrying passengers and freight.

S. S. Dakota, March 12.
S. S. Minnesota, April 29.

NIPPON YUSEN KAISHA (Japan Mail Steamship Co.)

S. S. SHINANO MARU will sail from Seattle about Feb. 20 for Japan ports, carrying passengers and freight.

For tickets, rates, berth reservations, etc., call on or address

H. DICKSON, C. P. & T. A. 122 Third St. Portland, Or. Phone Main 680.

NORTHERN PACIFIC

TIME CARD OF TRAINS

PORTLAND

DAILY.

	Depart.	Arrive.
Yellowstone Park-Kansas City-St. Louis Special for Chehalis, Centralia, Olympia, Gray's Harbor, South Bend, Tacoma, Seattle, Spokane, Lewiston, Butte, Billings, Denver, Omaha, Kansas City, St. Louis and Southeast	8:50 am	4:30 pm
North Coast Limited, electric lighted, for Tacoma, Seattle, Spokane, Butte, Minneapolis, St. Paul and the East	2:00 pm	7:00 am
Puget Sound Limited for Chehalis, Centralia, Tacoma and Seattle only	4:30 pm	10:55 pm
Twin City Express for Tacoma, Seattle, Spokane, Helena, Butte, Yellowstone Park, Minneapolis, St. Paul and the East	11:45 pm	6:30 pm

A. D. Charlton, Assistant General Passenger Agent, 255 Morrison st., corner Third, Portland, Or.

North Pacific S. S. Co.'s S. S. JEANIE

Sails for San Francisco and Los Angeles direct

Saturday, Feb. 10

at 2 p. m. from Columbia Dock No. 1.

INDEPENDENT S. S. TICKET OFFICE

132 Third, near Alder. Phone 1314.

H. YOUNG, Agent.

TRAVELERS' GUIDE.

O. R. & N.

UNION PACIFIC

OREGON SHORT LINE

AND UNION PACIFIC

3 TRAINS TO THE EAST DAILY

Through Pullman standards and tourist sleeping-cars daily to Omaha, Chicago, Spokane; tourist sleeping-car daily to Kansas City. Reclining chair-cars (seats free) to the East daily.

UNION DEPOT.	Leaves.	Arrives.
CHICAGO-PORTLAND SPECIAL for the East via Huntington.	9:15 A. M. Daily.	5:25 P. M. Daily.
SPOKANE FLYER.	6:15 P. M. Daily.	8:00 A. M. Daily.
For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Great Northern points.		
ATLANTIC EXPRESS for the East via Huntington.	8:15 P. M. Daily.	7:15 A. M. Daily.
RIVER SCHEDULE.		
FOR ASTORIA and way points, connecting with steamer for Ilwaco and North Beach, steamer Hassalo, Ash-st. dock (water per.)	8:00 P. M. Daily, except Sunday. Saturday 10:00 P.M.	8:00 P. M. Daily, except Sunday.
FOR DAYTON, Oregon City and Yamhill River points, Ash-st. dock (water per.)	7:00 A. M. Daily, except Sunday.	5:30 P. M. Daily, except Sunday.

For Lewiston, Idaho, and way points from Riparia, Wash.

Leave Riparia 5:40 A. M. or upon arrival train No. 4, daily except Saturday.

Arrive Riparia 4 P. M., daily except Friday.

Ticket Office, Third and Washington. Telephone Main 712. C. W. Stinger, City Ticket Agt; A. L. Craig, Gen. Passenger Agt.

EAST via SOUTH SOUTHERN PACIFIC COMPANY

Leaves.	UNION DEPOT.	Arrives.
*8:45 P. M.	OVERLAND EXPRESS TRAINS for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.	*7:25 A. M.
*8:30 A. M.	Morning train connects at Woodburn daily except Sunday with trains for Mount Angel, Silverton, Brownsville, Springfield, Wendling and Natron.	*5:35 P. M.
*4:15 P. M.	Eugene passenger connects at Woodburn with Mt. Angel and Silverton local. Corvallis passenger.	*10:35 A. M.
*7:30 A. M.	Sheridan passenger.	*5:50 P. M.
*4:50 P. M. †10:45 P. M.	Forest Grove Passenger.	8:25 A. M. †1:50 P. M.

*Daily. †Daily except Sunday.

PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

Depot, Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:30 A. M.; 12:50, 2:05, 4, 5:20, 6:25, 8:30, 10:10, 11:30 P. M. Daily except Sunday, 5:30, 6:30, 8:35, 10:25 A. M. Sunday only, 9 A. M.

Returning from Oswego, arrive Portland, daily, 8:30 A. M.; 1:55, 3:05, 5:05, 6:15, 7:35, 9:55, 11:10 P. M.; 12:35 A. M. Daily except Sunday, 6:25, 7:25, 9:30, 11:45 A. M. Sunday only, 10 A. M.

Leave from same depot for Dallas and intermediate points daily, 4:15 P. M. Arrive Portland, 10:10 A. M.

The Independence-Monmouth Motor Line operates daily to Monmouth and Airlie, connecting with S. P. Co.'s trains at Dallas and Independence.

First-class fare from Portland to Sacramento and San Francisco, $20; berth, $5. Second-class fare, $15; second-class berth, $2.50.

Tickets to Eastern points and Europe; also Japan, China, Honolulu and Australia.

CITY TICKET OFFICE, Cor. Third and Washington streets. Phone Main 712.

C. W. STINGER, City Ticket Agent. A. L. CRAIG, Gen. Pass. Agt.

Astoria and Columbia River Railroad Co.

Leaves.	UNION DEPOT.	Arrives.
Daily.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seashore.	Daily.
8:00 A. M.		11:20 A. M.
7:00 P. M.	Express Daily. Astoria Express Daily.	9:50 P. M.

C. A. STEWART, Comm'l Agt., 248 Alder st. J. C. MAYO, G. F. & P. A. Phone Main 906.

SAN FRANCISCO & PORTLAND STEAMSHIP COMPANY.

Operating the Only Passenger Steamers for San Francisco Direct.

Sailing dates from Portland—S. S. Senator, February 15, 25; March 7, 17, 27. Columbia, February 10, 20; March 2, 12, 22.

REDUCED ROUND-TRIP RATE, $25.

Berths and Meals Included.

JAS. H. DEWSON, Agt. Phone Main 268. 248 Washington St.

For South-Eastern Alaska

PACIFIC COAST STEAMSHIP CO.

Steamers leave Seattle 9 P. M. S. S. Cottage City, via Vancouver and Sitka, Jan. 10, 24.

For San Francisco direct, Queen, City of Puebla, Umatilla, 9 A. M., Dec. 29; Jan. 28.

Portland Office, 249 Washington st. Main 229

G. M. LEE, Pass. & Ft. Agt. C. D. DUNANN, G. P. A., 10 Market st., S. F.

WILLAMETTE RIVER ROUTE

FOR

Corvallis, Albany, Independence and Salem.

Steamer Pomona leaves 6:45 A. M., Tuesday, Thursday and Saturday, for Oregon City, Salem and way.

Steamer Altona leaves 6:45 A. M., Monday, Wednesday and Friday.

OREGON CITY TRANS. CO. Office and Dock Foot Taylor St.

ALASKA

FAST AND POPULAR STEAMSHIPS LEAVE SEATTLE 9 P. M.

"Jefferson," February 15, 9 P. M., via Wrangel.

CHEAP EXCURSION RATES.

On excursion trips steamer calls at Sitka, Metlakahtla, Glacier, Wrangel, etc., in addition to regular ports of call.

Call or send for "Trip to Wonderful Alaska," "Indian Basketry," "Totem Poles."

THE ALASKA S. S. CO., Frank Woolsey Co., Agents, 252 Oak St. Portland, Or.