CRISIS IN AFFAIRS OF PORTAGE ROAD

Controversy Terminates in Resignation of Superintendent Cook.

IS WEARY OF CRITICISM

State Commission Now Likely to Demand That Open River Association, Which Found Fault, Take Railway and Operate It.

SALEM, Or., Nov. 7.—(Special.)—Unpleasant relations that every day grew more acute, between Traffic Manager Smith, of the Open River Association, and Superintendent Cook, of the Portage Railway, resulted today in the resignation of the latter. The State Commission stands by Cook, however, and has not yet accepted his resignation. The outcome is likely to be that the Commission will offer to let the Open River people take the road and run it to suit themselves or, if they decline, cease operating the road within 30 days.

The Open River Association has not been satisfied with the management of the road, though the Commission let it select the manager. Now the Commission will give it a chance to show that it can do better.

In tendering his resignation Superintendent L. S. Cook said that he did so because of the friction between himself and Traffic Manager Smith, of the Open River Association, and between himself and I. H. Taffe, a canneryman at Celio. What this friction is has been common knowledge in official circles for some time. The feeling had become so bitter that enemies of Cook had whispered hints of graft, but the Commission had found all of Cook's transactions perfectly square and above suspicion.

The Commission today expressed the desire that Cook remain in charge of the road, but he has determined to quit the position and it is up to the board to make other arrangements. It is not improbable that Traffic Manager Smith, of the Open River Association, will have a chance to try his hand at railroading.

Basis of the Criticism.

The association's criticism of Cook was based chiefly upon his refusal to note in his receipts the condition of freight received from steamboats for shipment up the river. Merchandise of all kinds is received by the portage road, taken to Celio and then delivered to the Open River Association boats, which take it to destinations up the river. When the consignees receive damaged goods they come back upon the association, and the association has no record of the condition of the freight when delivered to the portage road by the lower river boats.

Superintendent Cook refused to check the freight as to condition because he had not time enough. The boats unload at night and his crew cannot sort the freight and examine it without great delay, so Cook has been receipting for the number of pieces of freight, without noting their condition.

Another criticism was based upon Cook's refusal to take wheat for shipment during the grainhandlers' strike, unless the owners would take the chance of damage by reason of the wheat being piled up in the open air while the boats below were declining to take it. The owners refused to bear the risk. Mr. Cook's course in both particulars was in strict accordance with instructions from the Commission.

Mr. Taffe's antagonism arises out of incidents which the commission considered of no consequence.

The plan of the commission to propose that the Open River Association undertake to run the road, however, does not arise entirely out of the criticism of Cook. The fact of the matter is that the road has run behind very heavily financially. Since the road opened for business about a year ago, the receipts have amounted to $3376.45 and the disbursements to $16,329.75, or a loss in operating of about $13,000.

Washington Farmers Benefit.

Nor is this all. During the past month the road handled about 29,000 sacks of wheat and 25,000 sacks of it came from Washington farms and 4000 sacks from Oregon farms. This looks as though Oregon is operating a road at a loss for the benefit, chiefly, of people who pay taxes in Washington.

These figures were given by Traffic Manager Smith to the Portage Commission. Mr. Smith explained that, though Oregon wheatgrowers express themselves as friendly to the portage road, for one reason or another, they put their wheat in warehouses and it goes to market by rail. Mr. Smith also asserts that, with few exceptions, the farmers get no more for their wheat because of the operation of the road; that the saving in freight is pocketed by the exporter.

In view, therefore, of the doubt whether the farmer gets the benefit and the evidence that the Washington farmer is the chief beneficiary, if any one is, and the further fact that the road is being operated at a loss, also that the Open River Association is not satisfied with the way it has been managed, the commission will meet the executive committee of the association Saturday and talk over the situation.

All of this year's wheat now on the river bank will be shipped this month, and, unless the association wants to run the road, it is likely the force of employes will be discharged and the rolling stock put away in the sheds at the end of the season.

The conference will be held in the office of J. N. Teal, in Portland, next Saturday.

DR. F. A. COOKE IN SEATTLE

Brooklyn Explorer Returning From Expedition to Mount McKinley.

SEATTLE, Wash., Nov. 7.—Dr. Frederick A. Cooke, of Brooklyn, explorer and mountain climber, is in Seattle on his way home after having made a successful ascent of Mount McKinley in Alaska. The Cooke party started May 15 and reached the summit of Mount McKinley September 16. The party was composed of Dr. Cooke, Belmore Brown, of Tacoma; Walter Miller, of Seattle; Professor H. C. Parker, of Columbia University, and R. W. Porter, of Boston, topographer.

The expedition was a personal enterprise on the part of Dr. Cooke, who is an explorer of note, having been a member of the Peary expedition of 1898.

The chief results of the expedition are the verification of the height of Mount McKinley as given by the Government, 20,300 feet, and the opening up of a hitherto unknown section of about 3000 miles known as the Yentna district.

PACIFIC COAST DEAD.

Funeral of Mrs. G. W. Bidwell.

HILLSBORO, Or., Nov. 7.—(Special.)—The funeral of the late Mrs. George W. Bidwell, who died Sunday morning, was held here yesterday. Deceased had been in her usual health and about 5 o'clock Sunday morning awakened and talked with her husband. Both dropped asleep. About an hour later Mr. Bidwell was awakened by a strange noise. Trying to arouse Mrs. Bidwell, he soon discovered that she had passed away. Three children survive: George H. Bidwell, of Portland; Mrs. Blanche Hamilton, of Independence; and Miss Florence Bidwell, of this place. Deceased was born in Pennsylvania in 1844, and moved to Wisconsin with her parents in 1854. In 1869 she was married to Mr. Bidwell, later moving to Clear Lake, Wis., from which place they came to Oregon in 1905.

Miss Marie Mohr.

HOOD RIVER, Or., Nov. 7.—(Special.)—Miss Marie Mohr, one of a family of three who have been ill with typhoid fever owing to the seepage of water from a stable into their well, died Monday and was buried from the Catholic Church yesterday.

Peter Ruffner, Pioneer.

HOOD RIVER, Or., Nov. 7.—(Special.)—Peter Ruffner, a pioneer of 1860, died here at the home of his daughter Sunday and was buried at The Dalles Monday. He formerly lived there. Mr. Ruffner had reached the advanced age of 85.

Hillsboro May Buy Park.

HILLSBORO, Or., Nov. 7.—(Special.)—The City Council met last night and passed an ordinance bringing before the people at the December election the proposition of purchasing a city park for $2000. It is quite likely that the measure will carry.

Riparia Robber Is Sentenced.

COLFAX, Wash., Nov. 7.—(Special.)—George Steele plead guilty today in Superior Court. He was charged with robbing two companies at Riparia, November 3. Judge Chadwick gave him a sentence of one year in the penitentiary at hard labor.

SWALLOWS CARBOLIC ACID

E. CHEUVRONT ATTEMPTS SUICIDE AT HOOD RIVER.

Still Unconscious and Will Probably Die—Was Prominent Insurance Man in Montana.

HOOD RIVER, Or., Nov. 7.—(Special.)—E. Cheuvront, who was formerly district manager for the New York Life Insurance Company in Montana, and who has been in Hood River but a short time, was discovered in his room at the Mount Hood Hotel today in what is feared to be a dying condition, from carbolic acid poisoning. Cheuvront's condition was discovered by the proprietor of the hotel, who was passing the room and heard him groaning. Unable to effect an entrance through the door, employes of the hotel went onto the roof of the hotel porch and got into the room through the window.

An ounce bottle labeled "carbolic acid" and empty, told the story. Medical assistance was summoned. But for his groaning Cheuvront was apparently lifeless, and has not recovered consciousness. It is said by physicians that his recovery is extremely doubtful.

It was learned at the hotel that Cheuvront retired about 10 o'clock last night and that he has been there since Monday. Previous to going to the Mount Hood he was at the Ramona, another hotel here, and is known to have a small account in the First National Bank, of this city.

When he first came here Cheuvront issued a check on the Aetna Bank at Butte, Mont., which was honored by the First National. It was not known at that time that the Aetna bank had failed. The failure was reported in the evening papers that night, however, and the bank officials were very agreeably surprised when Cheuvront walked into the institution the next morning and voluntarily made good the check.

Papers which have passed through the bank show that at one time Cheuvront was at Chadron, Neb. A letter which was found at his bedside is addressed to E. E. Stephenson, Security Bank, Sioux City, Ia.

No reason is known for the attempt at suicide, except that Cheuvront has been in poor health and for several days had been suffering with rheumatism. His object in coming here is said to have been to regain his health.

On a piece of paper which was found under the bed was written, "Wire E. E. Stephenson."

Baldwin Apple Breaks Record.

HOOD RIVER, Or., Nov. 7.—(Special.)—What is said by Manager Shepard, of the Fruit Growers' Union, to be the largest apple of the Baldwin variety ever grown in Hood River valley was exhibited by C. T. Roberts here today. It measures 15 inches in circumference. Apple experts who examined it were for some time unable to decide its variety owing to its unusual size.

Mariner Held as Smuggler.

TACOMA, Nov. 7.—Captain George V. Williams, of the steamship Lyra, was arrested here today on his arrival from the Orient, charged by the customs officers with the illegal entry of curios for the purpose of defrauding the Government of the duty.

Roosevelt Congratulates Carter.

HELENA, Mont., Nov. 7.—President Roosevelt today sent the following telegram to United States Senator T. H. Carter expressing his gratification over the outcome of the election in this state: "Many thanks for telegram; hearty congratulations on result in Montana."

Hamilton, O., Swept by Fire.

HAMILTON, O., Nov. 7.—A loss of more than $350,000 was incurred by a fire which started after midnight in the heart of the business portion of the city.

PERSONAL MENTION.

Senator and Mrs. William B. Forrest, formerly Mrs. A. de Fonfride Smith, are spending a few days with Mrs Forrest's son, Claude Smith, at 163 North Twenty-second street. Mr. and Mrs. Forrest leave this month for New York City, and after a few weeks' visit there they will go abroad for an indefinite stay.

CHICAGO, Nov. 7.—(Special.)—The following from Oregon registered at Chicago hotels today:

From Portland—E. Clark, Mrs. E. E. Lytle at the Auditorium; E. C. Goddard and wife at the Palmer House; Harry Bulzer and wife at the Great Northern; A. N. Butters at the Sherman House; Mrs. H. Graham at the Briggs.

From Oregon—A. B. Wood at the Stratford.

BUY THEM NOW.

What? Your furs; and buy them at Le Palais Royal and save at least 25 per cent. 375 Washington street.

Big Distillery Is Burned.

KANSAS CITY, Nov. 7.—The four-story brick building at 308 West Sixth street, in this city, occupied by the Harvest King Distilling Company, was destroyed by fire last night, causing a loss of $400,000.

TWO THUGS CONFESS

Admit Japanese Bank Robbery in San Francisco.

IMPLICATE AN EX-CONVICT

John Siemsen and Louis V. Dabner on High Road to Gallows for Series of Brutal Crimes in Bay City.

SAN FRANCISCO, Nov. 7.—With the confession before them of John Siemsen, alias Simpson, verifying in every particular the stories of robberies and murder told by his confederate and dupe, Louis V. Dabner, 18 years old, the police are bending every effort to complete the chain of evidence that they believe will give both men swift transit to the gallows.

The third man in the robbery of the Japanese bank, the police say, was Harry Kearney, an ex-convict, who was serving a term of five years at Folsom for burglary committed in this city at the time Siemsen, alias Simpson, was a prisoner there. He took meals at the home of Siemsen and Dabner, on Union street, and was with the thugs, but disappeared immediately after the commission of the crime. Every police department in the country has been warned to look out for him.

In the Dockweiler case the man who assisted Siemsen and Dabner is said to be Edward Scott, alias "Scotty," a convict who was sent to Folsom from Los Angeles County.

The detectives today called on Hulda von Hofen-Siemsen, the wife of one of the men charged with murder, and demanded in the name of the police the return of jewels, diamonds and furs that were purchased with coin stolen from the Japanese bank.

PAY LICENSE UNDER PROTEST

Siuslaw Cannerymen Want Hatchery to Continue Operations.

SALEM, Or., Nov. 7.—(Special.)—Rather than have the state hatchery on the Siuslaw River closed down, William Kyle & Sons have paid their annual cannery license fee of $200, and the hatchery will be continued. Kyle & Sons run a cannery at Florence, but had refused to pay their license fee to the state fishery department. Master Fish Warden Vandusen reported the refusal to the board and the board ordered that unless the Kyles paid their license by October 31 the hatchery operations should end on that river. The Kyles remitted "under protest."

Mr. Kyle expresses his appreciation of the value of the hatchery work.

Will Not Test Poll Tax Law.

SALEM, Or., Nov. 7.—(Special.)—The expected test of the road poll tax law in Salem will not take place. B. O. Shucking and W. F. Skiff, who were to have been made defendants in a test case, have paid the tax and W. T. Perkins, also on the list, does not hold a legal residence here.

Child Burned to Death.

CENTRALIA, Wash., Nov. 7.—(Special.)—The 3-year-old daughter of Mr. and Mrs. Elfa French, of Grand Mound, was fatally burned Monday and died at the Centralia hospital this afternoon. The child's father was severely burned in trying to save her.

OREGON SCENERY SHOWN

JUDGE WATSON SPEAKS BEFORE COMMERCIAL CLUB.

Large Audience Shows Appreciation of Ashland Man's Portrayal of State's Beauty.

Oregon, in all her glory and magnificence, was depicted in word and picture at the Commercial Club last night, when Judge C. B. Watson, of Ashland, delivered an illustrated lecture upon the scenic beauty of the Beaver State. He did not confine himself to scenery alone, but also touched upon the industrial and horticultural Oregon.

A person standing outside the door of the auditorium would have had no difficulty in imagining that a rousing political meeting was going on inside from the frequent and heavy bursts of applause. When a picture of Mount Hood was shown, standing out in all its beauty, and with every color reproduced true to nature, the assemblage gave freedom to its enthusiasm in hearty style.

The royal chinook was given a hearty ovation when a photograph was shown of the inside of a cannery, where the great fish were piled in heaps. The famous apples that come from the Hood River and Rogue River valleys received their share of approbation. Crater Lake received an unusually heavy burst of applause, as did bits of Columbia River scenery.

The views shown last night are undoubtedly the finest of their kind ever brought together in Portland, and told volumes about Oregon. Coupled with this was the fund of knowledge acquired by Judge Watson on Oregon's scenery and resources. Judge Watson devoted a large part of what he said to Southern Oregon. He told of the importance of the fruit-raising in the Rogue River Valley, and when he told of the wonderful size and beauty of the apples and pears and peaches grown there he had the reproductions to bear out the truth of his statements.

He described in detail the beauties of Crater Lake. A dozen or more views were shown of this scenic wonder, and the speaker told many things about it that are not generally known. He said that last Summer it was discovered there is a crater lake inside Crater Lake. Upon the summit of the cone of the mountain which forms an island in the vast body of water is another small lake, which appears to be of great depth. Along the sides there are several large glaciers, and there is also a large cave which can be entered by boat. He told of the gigantic irrigation project that has been undertaken by the Government at Klamath Falls, and views of the work as it progresses were shown.

Several hundred people braved the rain and wind of last night to hear the lecture, and they were well repaid. In fact, it was such a rare treat that when another entertainment of like character is given under the auspices of the Commercial Club it is doubtful if the auditorium will be large enough to hold all who will attend.

Any one can take Carter's Little Liver Pills, they are so very small. No trouble to swallow. No pain or griping after taking.

Avoid alum and alum phosphate baking powders. The label law requires that all the ingredients be named on the labels. Look out for the alum compounds.

NOTE.—Safety lies in buying only Royal Baking Powder, which is a pure, cream of tartar baking powder, and the best that can be made.

GUNBOAT IN A COLLISION

PRINCETON'S BOWSPRIT AND FORWARD GEAR LOST.

Carried Away by Wooden Bark James Nesmith in Port Townsend Harbor—Latter is Uninjured.

PORT TOWNSEND, Wash., Nov. 7.—(Speical.)—While the American bark James Nesmith, in ballast from San Francisco, was being towed in early this morning, behind two tugs, she collided with the United States gunboat Princeton, lying at anchor in the open roadstead, off Port Worden. The old wooden vessel escaped unscathed. The bowsprit and forward gear were completely torn out of the gunboat. She left immediately for the navy yard at Bremerton for repairs.

The Nesmith having sustained no material damage continued on in tow up the Sound.

STEAMER NORTHWEST RAISED

Will Be Towed to Portland and Placed on the Ways.

The steamer Northwest, belonging to the Kellogg Transportation Company, which was beached three miles above Kalama as a result of striking the rocks, will be brought to Portland today and placed on the ways of the Portland Shipbuilding Company. The work of raising the Northwest and discharging her cargo of potatoes and shingles was completed yesterday, and the steamer Wauna left down last night to bring the wrecked boat to Portland. On her trip up the river the Northwest will be supported by the two wrecking barges sent down at the time of the accident last week.

The full extent of the damage to the Northwest will not be learned until she is put on the ways. While she is out of commission, the Georgie Burton will take the run to the Cowlitz River, succeeding the Altona, which temporarily relieved the Northwest's run.

BARRACOUTA AND ALLIANCE IN

Steamers Bear Brunt of Storm at Sea and Cross Bar in Gale.

The steamer Barracouta and Alliance, the former from San Francisco, with freight cargo, and the latter from Coos Bay, with freight and passengers, arrived in the harbor yesterday after riding out the recent storm off the coast. Both Captains Doran and Kelly, while admitting in an off-hand way that a storm was on, yet with a smile evidenced the fact that it was a good deal more than ordinary. Both vessels had to stand off the bar for something like ten hours, awaiting a lull in the storm, and then crossed the bar while a gale was blowing. The Barracouta, in the service of the San Francisco Steamship Company, brought a general cargo.

The Alliance, from Coos Bay, brought 30 passengers and cargo, among which was five tons of fresh salmon for Portland dealers.

FACES SERIOUS CHARGE.

Sailor Arrested for Attacking Captain of Big Bonanza With Knife.

ASTORIA, Or., Nov. 7.—(Special.)—L. H. Powell, a sailor on the American ship Big Bonanza, which has just completed a lumber cargo at the Old Oregon Mill, was arrested by Sheriff Pomeroy tonight on the charge of assault with a dangerous weapon on Captain Cameron, master of the vessel.

The trouble occurred on board the ship, the dispute arising over the payment of a sum of money. Powell attempted to strike Captain Cameron with a knife, and when this was taken away from him by the mate, he attacked the captain with a belaying pin. Interference by the mates prevented Captain Cameron from being injured.

SHERIDAN COMING HOME.

After Twice Stranded Will Leave for San Francisco Today in Tow.

HONOLULU, Nov. 7.—The United States transport Sheridan, which has twice been stranded and refloated, will leave here tomorrow for San Francisco, in tow of the Army tug Slocum and the transport Buford. Communication by telephone between the Sheridan and the Buford will be maintained throughout the voyage. The Sheridan is in an utterly helpless condition.

Steamer Fram Is Sold.

HOQUIAM, Wash., Nov. 7.—(Special.)—Captain Olaf Bull today sold the steamer Fram to the Gray's Harbor Commercial Company, of Cosmopolis, the consideration being $6000.

Marine Notes.

The steamer Svea, which left up from Astoria yesterday, will load lumber at Rainier.

The oil steamer Rosecrans, with the schooner Monterey, will leave down this morning in ballast.

The river steamer Dalles City carried 60 head of horses from The Dalles to Portland yesterday.

The steam schooner Johan Poulsen arrived up last night, and will load at Inman, Poulsen & Co.'s mill.

The steamer Meteor, from the Sound, and due in the harbor this morning, will load at the Portland Lumber Company mills.

The steamer F. A. Kilburn, after a rough voyage down the coast, was reported in San Francisco yesterday. She will leave there on her return trip tonight.

The steamer Roanoke, reported leaving Eureka yesterday noon, is due to arrive Friday morning and sail from here on Saturday night on her return trip to San Francisco.

The French bark Ville de Mulhouse cleared at the Custom-House yesterday with 141,454 bushels of wheat, valued at $92,651. She will sail within the next day or two.

The British ship Allerton, under charter to Kerr, Gifford & Co., for the United Kingdom, will leave down the river this morning. She carries 113,946 bushels of wheat, valued at $80,600.

The British ship Dalgonar has been chartered by Meyer, Wilson & Co. to load general cargo at Hamburg for Portland. The vessel, which will carry nearly 4000 tons, is now at Rotterdam, but will proceed immediately to Antwerp for her cargo.

The bark B. F. Cheney and schooner Mabel Gale, which left up from Astoria yesterday, will be in the harbor early this morning. The former will load lumber at the Portland Lumber Company, and the latter at Inman, Poulsen & Co.'s mills.

The British ship Brodick Castle reported out of Newcastle, N. S. W., on August 23, with a cargo of coal for the Pacific Coast Company, Portland, is now overdue. The French ship Leon XIII, with coal cargo for the same company, sailed from Newcastle October 13.

Arivals and Departures.

ASTORIA, Nov. 7.—Condition of the bar at 5 P. M., moderate; wind east 6 miles; weather, raining. Left up at 9:30 A. M.—Schooner Mabel Gale and bark B. F. Cheney. Arrived at 8:30 and left up at 10 A. M.—Steamer Svea, from San Francisco. Arrived at 10 and left up at 10:30 A. M.—Steamer Johan Poulsen, from San Francisco. Sailed at 11:35 A. M.—Steamer Tiverton, for San Francisco. Arrived at 11:35 A. M. and left up at 3:30 P. M.—Steamer Whittier, from Port Harford. Sailed at 1:40 P. M.—Schooners Alumna, for San Francisco, and W. H. Smith, for Redondo. Arrived at 2:45 P. M.—Steamer Meteor, from Seattle. Sailed at 2:45 P. M.—Steamer Nome City, for Redondo, and British steamer Strathnairn, for Tacoma. Outside at 5 P. M.—A four-master bark. Left up at 5:30 P. M.—Steamer Meteor.

Victoria, B. C., Nov. 7.—Sailed—Steamer Hazel Dollar (Br.), for Hongkong; steamer Ellerie (Br.), for Australia.

San Francisco, Nov. 7.—Sailed—Schooner Snow, Burgess, for Port Gamble; steamer Costa Rica, for Portland; steamer America, for Tacoma; schooner Charles I. Falk, for Gray's Harbor; barkentine Tropic Bird, for Port Townsend; steamer Hawleian, Delano, for New York. Arrived—Whaling bark William Baylies, from Nome; steamer Optic, from Olympia; steamer F. A. Kilburn, from Portland; steamer G. C. Lindauer, from Gray's Harbor; schooner Susie M. Plummer, from Seattle.

Hoquiam, Wash., Nov. 7.—(Special.)—Arrived—Schooner Svittat, from San Francisco, for Hoquiam; Wasp, from San Francisco, for Hoquiam; schooner Honoipu, from San Francisco, for Aberdeen. Sailed—Nushagak, from Hoquiam, for San Francisco. Condition of bar, rough.

Sydney, N. S. W., Nov. 7.—Arrived previously—Aorangi, from Vancouver, via Honolulu and Brisbane; Sonoma, from San Francisco, via Honolulu and Auckland.

Valparaiso, Nov. 7.—Arrived 3d—Otawri, from Hamburg, via London, for Tacoma.

Punta Arenas, Nov. 7.—Arrived 3d—Sakkarah, from Hamburg, via Antwerp and Teneriffe, for Chile, Peru, and San Francisco.

Yokohama, Nov. 7.—Arrived previously—Minnesota, from Seattle; Tosa Maru, from Seattle; Tremont, from Seattle.

LEAVES DESPITE THREATS

MRS. SNYDER BOARDS TRAIN FOR THE EAST.

Attorney Declares Officials Said They Would Charge Her With Murder If She Should Go.

Mrs. Madge Snyder yesterday morning called the dare of the Washington County officials, when she boarded a train for Kansas City. Several times she threatened to leave, and upon each occasion she was warned that if she did attempt to depart, she would be promptly arrested. However, she gave notice of her intended departure and when she stepped upon the train there was no one to detain her.

Mrs. Snyder came to Portland five weeks ago to attempt to clear away the mystery which surrounds the murder of her late husband, and the Forest Grove bank robbery. She declared before leaving, that Washington County officials have sufficient evidence to warrant the arrest of the suspected parties, and that inasmuch as they declined to act after receiving her testimony, she could see no reason why her stay in Portland should be prolonged. She alleged that she had been bulldozed by Detective Vaughn, who assisted in the attempted unraveling of the mystery.

Mrs. Snyder was told by her attorney that the officials could no longer retain her here and he advised her to leave if she desired. Yesterday afternoon she called up Assistant District Attorney Tongue, at Hillsboro, by telephone, and told him of her determination to leave for the East. On being told that she would be arrested if she attempted to carry out her announced intention, she laughed, and stated that she would go anyway. And she did.

J. F. Watts, who is her attorney in Portland, when seen last night, gave out the following statement:

Mrs. Snyder consulted me to ascertain whether she could leave at this time. She said that she had given her testimony before the coroner, had paid her expenses here for five weeks, had paid them from Kansas City to Portland for the purpose of testifying, and that she considered there was sufficient evidence before the District Attorney to warrant the issuance of an information. Since her arrival here she has been bulldozed by Detective Vaughn, and only yesterday when she called up Assistant District Attorney Tongue, at Hillsboro, was told that if she attempted to leave, a warrant would be issued, charging her with implication in a conspiracy that resulted in the death of her husband. She is willing to come back here any time, voluntarily, to testify."

To Get More Strength from Your Food.

WHEN the Bowels are filled with undigested food we may be a great deal worse off than if we were half starved.

Because food that stays too long in the Bowels decays there, just as if it stayed too long in the open air.

Well, when food decays in the Bowels, through delayed and overdue action, what happens?

* * *

The millions of little Suction Pumps that line the Bowels and Intestines then draw Poison from the decayed Food, instead of the Nourishment they were intended to draw.

This Poison gets into the blood and, in time, spreads all over the body, unless the Cause of Constipation is promptly removed.

That cause of Constipation is Weak, or Lazy Bowel Muscles.

When your Bowel-Muscles grow flabby they need Exercise to strengthen them, not "Physic" to pamper them.

* * *

There's only one kind of Artificial Exercise for the Bowel-Muscles.

Its name is "CASCARETS," and its price is Ten Cents a box.

So, if you want the same natural action that a six mile walk in the country would give you, (without the weariness) take one Cascaret at a time, with intervals between, till you reach the exact condition you desire.

One Cascaret at a time will properly cleanse a foul Breath, or Coated Tongue.

* * *

Don't fail to carry the Vest Pocket Cascaret Box with you constantly.

All Druggists sell them—over ten million boxes a year.

Be very careful to get the genuine, made only by the Sterling Remedy Company and never sold in bulk. Every tablet stamped "CCC." 741

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

Big G is a non-poisonous remedy for Gonorrhœa, Gleet, Spermatorrhœa, 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.

TRAVELERS' GUIDE.

EAST via SOUTH

SOUTHERN PACIFIC COMPANY — SUNSET OCEAN & SHASTA ROUTES

Leaves	UNION DEPOT.	Arrives
8:45 P. M.	OVERLAND EXPRESS TRAINS for Salem Roseburg, Ashland, Sacramento, Ogden, San Francisco, Stockton, Los Angeles, El Paso, New Orleans and the East.	*7:25 A. M.
*8:00 A. M.	Morning train connects at Woodburn daily except Sunday with Mt. Angel and Silverton local.	*7:15 P. M.
*4:15 P. M.	Cottage Grove passenger connects at Woodburn and Albany daily except Sunday with trains to and from Albany, Lebanon and Woodburn-Springfield branch points.	*11:00 A. M.
7:00 A. M.	Corvallis passenger.	5:50 P. M.
*4:10 P. M.	Sheridan passenger.	*10:20 A. M.
§6:20 P. M. §11:00 A. M.	Forest Grove passenger.	§2:50 P. M. §7:55 A. M.

*Daily. §Daily except Sunday.

PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

Depot, Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:40 A. M.; 12:50, 2:05, 5:20, 6:25, 8:30, 10:10, 11:30 P. M. Daily except Sunday, 5:30, 6:30, 8:40, 10:25 A. M. Sunday only, 9 A. M.

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

Leave from same depot for Dallas and intermediate points daily, 7:30 A. M. and 4:15 P. M. Arrive Portland, 10:15 A. M. and 6:25 P. 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, Corner Third and Washington Sts. Phone Main 712.

C. W. STINGER, City Ticket Agent. WM. M'MURRAY, Gen. Pass. Agt.

North Pacific S. S. Co's Steamship Roanoke

(2500 Tons)

Sails for San Francisco, Los Angeles and Eureka,

Saturday, Nov. 10.........At 8 P. M.

From Martin's Dock, foot Seventeenth Street. Take Sixteenth or S street-cars. Ticket office 132 Third, near Alder. Phone Main 1314.

H. YOUNG, Agent.

Upper Columbia River

Steamer Chas. R. Spencer

Leaves Oak-street dock every Monday, Wednesday and Friday at 7 A. M. for THE DALLES and STATE PORTAGE, connecting with the OPEN RIVER TRANSPORTATION COMPANY STEAMERS for points as far east as HOVER.

Returning, arrives Portland, Tuesday, Thursday and Saturday at 3 P. M. Low rates and excellent service.

Phone Main 2960 or Main 3201.

WILLAMETTE RIVER ROUTE

Steamers Pomona and Oregona for Salem and way landings from Taylor-street dock, daily (except Sunday) at 6:45 A. M.

OREGON CITY TRANSPORTATION CO. Office and Dock, foot Taylor St.

Columbia River Scenery

REGULATOR LINE STEAMERS.

Daily service between Portland and The Dalles, except Sunday, leaving Portland at 7 A. M., arriving about 5 P. M., carrying freight and passengers. Splendid accommodations for outfits and livestock.

Dock foot of Alder st., Portland; foot of Court st., The Dalles. Phone Main 914, Portland.

TRAVELERS' GUIDE.

O. R. & N.

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.	9:30 A. M. Daily.	5:00 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.
PORTLAND - BIGGS LOCAL, for all local points between Biggs and Portland.	8:15 A. M.	6:00 P. M.

RIVER SCHEDULE.

FOR ASTORIA and way points, connecting with steamer for Ilwaco and North Beach steamer Hassalo, Ash-st. dock.	8:00 P. M. Daily except Sunday. Saturday 10:00 P. M.	5:00 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.; Wm. McMurray, Gen. Pass. Agt.

GREAT NORTHERN RAILWAY TIME TABLE

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, November 28.

S. S. Minnesota, January 9.

NIPPON YUSEN KAISHA.

(Japan Mail Steamship Co.)

S. S. TANGO MARU will sail from Seattle about November 13 for Japan and China 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.

TIME CARD OF TRAINS

NORTHERN PACIFIC

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 Southwest	8:30 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 Claremont, Chehalis, Centralia, Tacoma and Seattle only	4:30 pm	10:55 pm
Twin City Express for Tacoma, Seattle, Spokane, Helena, Butte, St. Paul, Minneapolis, Lincoln, Omaha, St. Joseph, St. Louis, Kansas City, without change of cars. Direct connections for all points East and Southeast	11:45 pm	6:50 pm

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

Astoria and Columbia River Railroad Co.

Leaves. Daily.	UNION DEPOT.	Arrives. Daily.
8:00 A.M.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seashore.	11:55 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.

PACIFIC COAST STEAMSHIP CO.

SOUTHEASTERN ALASKA ROUTE.

From Seattle at 9 P. M. for Ketchikan, Juneau, Skagway, White Horse, Dawson and Fairbanks.

S. S. City of Seattle, November 3, 13, 23.

S. S. Humboldt, November 8, 18, 28.

S. S. Cottage City (via Sitka), Nov. 4, 18.

FOR SAN FRANCISCO DIRECT.

From Seattle at 9 A. M.—Umatilla, November 1, 16, 31; City of Puebla, November 6, 21; Queen City, November 11, 26.

Portland Office, 249 Washington St. Main 229.

G. M. Lee, Pass. & Ft. Agt.

C. D. DUNANN, G. P. A., San Francisco.

San Francisco & Portland Steamship Co.

PASSENGER SERVICE RESUMED

From Ainsworth Dock (Portland) at 8 P. M.

S.S. "Costa Rica," November 12, 22; December 2, 12, 22.

S.S. "Columbia," November 17, 27; December 7, 17, 27.

From Spear St. Dock (San Francisco) at 11 A. M.

S.S. "Costa Rica," November 8, 18, 28; December, 8, 18, 28.

S.S. "Columbia," November 13, 23; December 3, 13, 23.

Only Direct Passenger Steamers Operating Between Portland and San Francisco.

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

A MAGAZINE OF TRAVEL

WINTER CRUISES —TO— SUMMER LANDS

concerning trips to the Orient, Mediterranean, Adriatic, Egypt, Holy Land, West Indies, Jamaica, etc., sent free upon application to the Hamburg-American Line, 1656 Broadway, Oakland, Cal.