CALL IS FOR CARS

Railroad Commission Not Needed to Solve Problem.

NO CRY FOR LOWER RATES

Remedy for Car Shortage Is Found in Reciprocal Demurrage Bill, Writes Correspondent Who Opposes Commission.

PORTLAND, Jan. 14.—(To the Editor.)—It is not necessary to have a railroad commission, in order to put into effect or carry into practical operation a demurrage law. On the contrary, it will be noted that the only functions of any kind, character or description which the commission exercises, in connection with the proposed demurrage law now inserted in the draft of the railroad commission bill, is the giving to the commission the power to suspend the operation of the demurrage law for the benefit of the railroads.

Neither is the creation of a railroad commission essential or important for the purpose of preventing any discriminations between shippers of any kind, character or description. Under every statute relating to discriminations, the remedy for a violation of the statute necessarily rests in the hands of the shipper against whom the discrimination is practiced. The main usefulness, therefore, of a commission is its power to fix rates in the future.

A commission created by the State of Oregon will have power to regulate only the rates within the state and will have no power to regulate or control any interstate rate or any practice or discrimination in connection with interstate traffic. There is not now and never has been any serious or general complaint on the subject of local rates within the State of Oregon. This is manifested by the fact that no maximum rate bill introduced in the Oregon Legislature during the last ten years has received any substantial or general support. In fact, the mere regulation of rates within the state has not been a subject which has been agitated or considered either by the Legislature or by the people. The present agitation arises mainly as the result of the car shortage. What the shippers want is cars and not lower rates. The commission cannot furnish cars, and the remedy for the car shortage is furnished by the reciprocal demurrage bill. By various sections found in the proposed commission bill, the commission is given power to regulate every rate charged by every railroad within the state, and by section 32 of the act it is provided that any order made by the commission shall be regarded by the courts prima facie reasonable and just. By section 32 of the act, a remedy is provided to set aside a rate made by the commission. The rate can be set aside only on the ground that it is unlawful,—not on the ground that the rate is simply unreasonable. This provision is taken from the Wisconsin law and no similar provision can be found in the commission law of any other state.

Under the commission laws in other states, the railroads are given an opportunity to review the reasonableness of the rate. A rate is only unlawful when it so far reduces the revenue of the company as to amount to a confiscation of the property of the company. (Indianapolis & St. Louis R. R. Co. vs. Minnesota, 166 U. St., 257). Even if section 32 were not inserted in the law, any railroad company would have a right to commence a proceeding in the United States Court for the purpose of having any rate fixed by the commission of the state or the State Legislature declared to be unlawful,—that is have the rate set aside on the ground that it amounts to a confiscation of property. Section 32 therefore, gives to the railroad companies no right of review or appeal, except on the sole point that the reduction made in any single rate on any given commodity so far impairs the earning capacity of the company as to prevent it from getting a fair return upon the capital invested.

In view of the present prosperity of the country generally, including railroads, it is true that the absolutely free carriage of any commodities locally in the State of Oregon would not so far impair the earning capacity of the railroads as to prevent them from earning their operating expenses and paying interest on their capital. The practical effect, therefore, of the law is to turn over to the commission the control of the entire Oregon earnings of every railroad now engaged in business in the state, and the entire earnings of every railroad hereafter constructed in the state. This is done without any possibility of reviewing the orders of the commission, by any court or other tribunal.

In view of the fact that appeals may be taken in all classes of private suits and actions to the Supreme Court of the state without any limitation based upon the amount involved in the suit, it seems peculiar that a law should be drafted which gives to three citizens of the state the control of the entire earning capacity of railroads in Oregon, running into thousands of dollars in value, without providing any system of review or appeal. What object is intended to be accomplished by placing the control of such a matter in the hands of a commission which may, and undoubtedly will in course of time, be appointed purely for political purposes? By Section 2 of the act the Governor may at any time remove any Commissioner for inefficiency, neglect of duty or malfeasance in office, and the power of removal is made absolute and there is no right on the part of any Commissioner to review his removal in any court whatsoever. A statute of this kind can lead but to one of three things, namely:

First—The complete and absolute subordination of the railroads to the Commission, and through the Commission to the Governor of the State of Oregon. Or,

Second—A continual wrangle and fight between the Commission and the railroads, naturally leading to an advertising of the State of Oregon as an anti-railroad state, and naturally leading to retarding the development of the state by the building of new railroads, either by the companies now doing business in the state or by companies which might otherwise regard the state as a favorable field for development. This statement is confirmed by the history of every Railroad Commission in every Western state. Or,

Third—The action of the Railroad Commission will cause the railroads, for the protection to themselves, to take an active interest through their men and employes in the selection of the candidates for Governor at each primary election, and in the election of the Governor at the general election. The railroads of the State of Oregon have not been in the habit as such of taking any direct or indirect interest in politics in this state.

If in the past any great demands had been manifested for the reduction of rates in the State of Oregon, there would be some justification for the enactment of a Railroad Commission law containing fair and just provisions for the review by the courts of the reasonableness of any new rates established by the Commission. In view of the fact that no such demand has manifested itself in the Legislature, and also that the proposed bill contains no provisions for a just and fair review of any rates established by the Commission, it would seem that someone had an object in drafting and submitting to the people a bill of the character under consideration. Especially is this true in view of the fact that the persons seeking to procure the passage of this bill are taking advantage of public excitement on the subject of car shortage to introduce and have passed without much, if any, serious consideration a bill which will place in the hands of a political or a commercial Commission the power to fix without review every rate now in force upon any of the railroads in the state. WYE DOUBLEYU.

HOW IT WORKS IN KANSAS

Topeka Journal Says Reciprocal Demurrage Law Is Ineffective.

For the purpose of presenting both sides of the case this article is submitted from the Topeka State Journal, in which objections are noted to the proposed reciprocal demurrage law:

The last issue of Collier's Weekly contains a brief article from the pen of some Oregon man, in which the car shortage problem is settled once and for all. Oregon, says the author, proposes to pass a reciprocal demurrage law, and then it will sit back and watch the railroad magnates fall over themselves in their eagerness to place cars at the disposal of Oregon's shippers.

Poor, deluded Oregon! What a mighty disappointment is in store for her! Did not Kansas settle the car shortage problem in this self-same manner two years ago? And isn't it a greater problem today than ever?

"What is reciprocal demurrage?" asks the Oregon man, and he answers the question himself this way: "It is the people's Big Stick with which in that state the railroads will be compelled to supply cars when needed, or pay a given sum as a penalty each day during which they delay in doing so."

It may be the people's Big Stick all right, but the railroads have hold of the business end of it, and if the Oregon programme is carried out, the shippers will get the worst of it.

After telling how the railroads have been enforcing demurrage against the shippers for years, this Oregon writer continues:

"Immense sums have been thus collected from the manufacturers and grain dealers and others who ship in car lots. It is proposed now in Oregon to make this excellent rule work both ways. Apply it to both shipper and transportation company. In January a law will be passed—and the bill therefor will not rest long in the desk of any committee, chairman, either—for reciprocal demurrage, the car shortage will then be at an end. The request of the shipper for a car will be a command for a car; for every day in which the car is not supplied after the first 24 hours the railroad must pay the shipper $10."

Which works out very beautifully on paper. In practice, however, it is only a dream. As has been heretofore explained in these columns, when a railroad company wishes to collect demurrage, all it has to do is to say to the shipper, "Stand and deliver." The railroad company has the shipper's goods, and he cannot get them until he pays both the freight and the demurrage, and the longer he demurs the more he has to pay in the long run.

On the other hand the shipper has no hold on a railroad company if it fails to deliver him the cars he orders. The only thing he can do is to file his claim for demurrage against the company. The railroad company refuses to pay it, of course, and the shipper can bring suit in court if he wishes. He has to prove that he complied with the law in ordering the cars. He has only ordinary lawyers, while the railroad has high-salaried men. There are innumerable technicalities which the railroad attorneys interpose. It is expensive to the shipper, and if he fights the case through to the end and finally gets a verdict, his costs and attorney's fees are far in excess of what he collects from the railroad company.

Rather discouraging to the shipper, isn't it?

Perhaps some wise Kansas legislator will this winter find a way to make the reciprocal demurrage law effective. It is to be hoped so. The Oregon plan evidently won't work unless there is more to it than is outlined in this article in Collier's.

Oregon is having a beautiful dream, but it is apt to turn into a nightmare if it goes ahead and enacts a law placing the reciprocal demurrage at $10 a day. That is an unjust rate. No freight car is worth that. The railroads would ask for nothing better, for they will collect demurrage from the shippers a hundred times to once where the shipper collects it from them. They will forget to assess it against a few favored shippers, while the ordinary shipper will be compelled to pay for every hour that he keeps cars loaded over the time specified. It sometimes happens that shippers cannot unload their cars promptly just as it happens that railroads cannot always promptly furnish cars when ordered. The railroads will get the best of the deal, and they could ask for nothing better than a law legalizing a charge of $10 a day for demurrage.

OFFICERS ARE INSTALLED

Annual Event by Martha Washington Chapter, Eastern Star.

The 16th annual installation of the officers of Martha Washington Chapter, No. 14, Order of Eastern Star, was held last night in Masonic Hall, in the Burkhard building, East Side. The installing officers were: Worthy matron, Mrs. Minnie McGregor; marshal, Mrs. M. E. Hall; chaplain, Mrs. Maggie Carter; organist, Miss Jennie Newton; warder, Mrs. Agnes Ogilbee; sentinel, John Wood; master of ceremonies, J. H. Richmond; committee of arrangements, outgoing officers. Music was by Newton's Orchestra. Reading, by Mrs. McCorkle; solo, by C. Wentz. Officers installed are: Worthy matron, Mrs. Kulia C. Dunning; worthy patron, Clayton Wentz; associate matron, Mrs. Clara L. Hulburt; secretary, Mrs. Belle Richmond; treasurer, Mrs. Maud V. Sinks; conductress, Mrs. Hettie Skidmore; associate conductress, Mrs. Smity Newton; chaplain, Mrs. Emma Byers; marshal, Mrs. Lizzie Woodward; organist Mrs. Jennie Newton; Adah, Mrs. Anna Ellers; Ruth, Mrs. Effie Walker; Esther, Mrs. Laura Heller; Martha, Mrs. Blanche McCorkle; Electra, Mrs. Carry Meikle; warder, Mrs. Eva Craddock; sentinel, Thomas Brickell.

CONDITION IS PRECARIOUS

Charles G. Whitcomb Near Death at Good Samaritan Hospital.

Charles G. Whitcomb, city passenger agent for the New York Central lines, was very low last night at Good Samaritan Hospital, where he has been undergoing treatment for spinal meningitis for the past week. His condition was so serious at a late hour last night that he was not expected to survive until morning.

Mr. Whitcomb has a wide acquaintance in Portland, where he has lived nearly all his life. He is the son of W. B. Whitcomb, master of the freeboat George H. Williams, and is 26 years old. He is a popular member of the Multnomah Club, and has taken a prominent part in the athletic activities of the organization.

He entered the New York Central office six months ago, having had previous railroad experience in the offices of the O. R. & N.

ASHORE AT CORINTO

Pacific Mail Steamer on the Beach for Several Hours.

PULLED OFF AT HIGH TIDE

Ancient Craft Was Operated Between Portland and San Francisco for Five Months—Sailed Under Three Flags.

SAN FRANCISCO, Jan. 14.—The Merchants' Exchange has received a message stating that the Pacific Mail steamship Barracouta is ashore at Corinto, Nicaragua. A portion of the cargo is being taken off by lighters, and it is expected that the vessel will be floated at the next high tide. Corinto is not a port of call for the Barracouta, and it is not known why she stopped there.

The Barracouta is a freight vessel, owned by the Pacific Mail Steamship Company, and is now engaged in the coffee trade between San Francisco, Central America and Panama, under command of Captain H. E. Nelson. She left here last November.

SAN FRANCISCO, Jan. 14.—A second dispatch to the Merchants' Exchange, received from Corinto, via London, says that the steamer Barracouta was floated and proceeded on her way without apparent damage.

The Barracouta, in command of Captain Dorn, operated for five months between Portland and San Francisco in place of the steamer Columbia. The Barracouta is an ancient and dilapidated tub. Her boilers barely stand inspection and for many years she has been denied a passenger license. She was built in Glasgow in 1883, and before coming under the American flag sailed as a Britisher and also under the registration of Hawaii.

STEAMER AZTEC SAILS SOUTH

Will Not Return to Portland—Costa Rica Will Come Back.

The steamship Aztec, of the Pacific Mail Company's fleet, for the past five months operating in connection with the regular boats of the San Francisco & Portland Steamship Company, sailed for San Francisco last night. She carried a complete cargo of general merchandise, which will run close to 7000 measured tons.

The Aztec will not make another trip to the port in connection with the San Francisco & Portland Company. She will go south for coffee. Arrangements have been made for the Costa Rica to return to the Portland run, her next trip to be made from San Francisco January 27. The Costa Rica was laid off for repairs after the terrific pounding she got on December 12, off Heceta Head. On that occasion the boat was compelled to heave to for four hours. Her port quarter and working boat were stove to such an extent that repairs were ordered by the Inspectors. When the Costa Rica returns to the run she will be in better shape than ever before.

ASTORIA BOATS ARE TIED UP

Ice Impedes Progress of the Lower River Fleet.

The steamer T. J. Potter, of the O. R. & N. Co., is tied up at Astoria and will not be able to move until the ice clears out of the river. The steamer Undine left down yesterday morning, three hours late. It is doubtful whether she can make the up-trip or not.

Running ice has greatly affected the steamers plying on the Willamette and Columbia rivers. Today steamboating is practically at a standstill. Ocean-going craft experience considerable difficulty in going up and down stream. On account of the ice in Snake River and the upper Columbia, exporters have a hard time in getting wheat enough to fill orders. As a consequence movements in the harbor are slow, and January bids fair to be one of the short months in the cereal calender.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From	Date.
Columbia	San Fran	In port
E. A. Kilburn	San Fran	Jan. 15
Roanoke	San Fran	Jan. 16
Aragonia	Hongkong	Jan. 16
Alliance	Eureka	Jan. 17
Arabia	Hongkong	Jan. 23
Geo. W. Elder	San Pedro	Jan. 24
Nicomedia	Hongkong	Feb. 21
Numantia	Hongkong	Mar. 21

Scheduled to Depart.

Name.	For	Date
Columbia	San Fran	Jan. 16
F. A. Kilburn	San Fran	Jan. 16
Roanoke	San Pedro	Jan. 18
Alliance	Eureka	Jan. 19
Aragonia	Hongkong	Jan. 24
Geo. W. Elder	San Pedro	Jan. 25
Nicomedia	Hongkong	Feb. 5
Numantia	Hongkong	Feb. 28
Arabia	Hongkong	Mar. 28

Entered Monday.

Cymeric, Br. steamship, Hall, in ballast from Comox.

Vermont, Br. steamship, Haynes, in ballast from San Francisco.

Cleared Monday.

San Mateo, Am. steamship, Bartlett, with 1,800,372 feet of lumber for San Francisco.

Zone of Ice Extending.

ASTORIA, Or., Jan. 14.—(Special.)—The steamer Undine, arriving from Portland this evening, reported encountering large quantities of floating ice in the river. The officers noted new ice forming from the mouth of the Willamette down to St. Helens. The Undine will not leave on her return trip until morning.

The steam schooner Northland, which arrived this evening to load lumber at Portland, will endeavor to secure a cargo on the lower river on account of the ice in the Columbia.

Onondaga Still Ashore.

CHATHAM, Mass., Jan. 14.—An ineffectual attempt was made today by the revenue cutter Gresham to drag the stranded Clyde Line freight steamer Onondaga from Orleans Beach. No orders were given for the removal of the vessel's cargo, but it is expected that the work in that direction will commence tomorrow. The Onondaga is in practically the same condition as yesterday.

Beg Reinsurance on Marie.

As high as 30 per cent reinsurance has been offered on the French bark Marie, for Seattle, from Newcastle-on-Tyne. The Marie is now out 200 days and is about two months overdue. She was spoken on August 7, in latitude 1 south, longitude 30 west. The Marie should have entered the Sound early in November at the latest. She may have been caught in some of the heavy blows and carried way to the westward. In that case she will either put into one of the Hawaiian ports or will head for San Francisco.

Another Japanese Steamer.

Another Japanese steamship has been laid on for Portland. The latest addition to the fleet flying the flag of the Mikado is the Manshu Maru. She was chartered yesterday for Oriental loading at this port and will aid materially in swelling the westward shipments of foodstuffs for Portland. The Manshu Maru is expected to arrive in Portland the latter part of February.

Schooner Alice McDonald Floated.

ASTORIA, Or., Jan. 14.—(Special.)—The stranded schooner Alice McDonald was hauled off Clatsop spit at high water today by the tug Wallula, and after being brought up to this city was beached on the mud flat back of the O. R. & N. wharf for examination. The vessel has lost her false keel and will probably be taken to the drydock at Portland for repairs.

Coaster Carries 650,000 Feet.

ASTORIA, Or., Jan. 14.—(Special.)—The steam schooner Coaster cleared at the Custom-House yesterday for San Francisco with a cargo of 650,000 feet of lumber, loaded at Rainier.

Marine Notes.

The gasoline schooner Berwick is still at the Couch-street dock. She is unable to leave down on account of the ice in the river.

The steamer Columbia, with passengers and freight from San Francisco, arrived up last evening. The Columbia is due to sail at 8 o'clock tomorrow evening.

The steamship Gymeric, in ballast from Comox, arrived at noon yesterday. The Gymeric is one of the Waterhouse boats and will load wheat and flour for ports in North China.

Arrivals and Departures.

PORTLAND, Jan. 14.—Sailed: Steamship San Mateo, San Francisco. Arrived: Steamship Columbia, from San Francisco; steamship Gymeric, from Comox; steamship Vermont, from San Francisco.

Astoria, Jan. 14.—Condition of the bar at 5 P. M., smooth; wind east, six miles; weather clear. Arrived at 8:45 A. M. and left up at 1 P. M.—Steamer Columbia, from San Francisco. Left up at 9:50 A. M.—French bark Cyrell Bart. Arrived down during the night and sailed at 10 A. M.—Steamer Coaster, for San Francisco. Sailed at 10:40 A. M.—Steamer Johan Poulsen, for San Francisco. Sailed at 11:10 A. M.—Steamer Santa Ana, for San Francisco. Sailed at 1:45 P. M.—German ship Marie Hackfeld, for United Kingdom for orders. Arrived at 3:45 P. M.—British steamer Condor, from Nitrate Port. Arrived at 4:40 P. M.—Steamer Northland, from San Francisco.

San Francisco, Jan. 14.—Arrived—Barkentine Amazon, from Astoria; steamer Thos. L. Wand, from Portland. Sailed at 4 P. M.—Steamer Roanoke, for Portland.

San Francisco, Jan. 14.—Arrived—Steamer Hongkong, Kent, from Hongkong, Yokohama and Honolulu.

Tides at Astoria Tuesday.

High.	Low.
2:00 A. M.....7.8 feet	7:40 A. M.....2.5 feet
1:38 P. M.....9.8 feet	8:25 P. M.....1.7 feet

WATER BOARD CHALLENGED

Charge Is Made That Taxpayers' Money Is Needlessly Spent.

PORTLAND, Or., Jan. 14.—(To the Editor.)—Permit me a few words on the water question. I see by this morning's Oregonian that Dr. Raffety is reported as opposed to the free water proposition. He also declares that somebody must pay for the delivery of the water, all of which is quite true. The water users of Portland have not only been paying for the distribution of the water, but they have been paying to improve other people's land. There have been millions of dollars taken from the common people of Portland and turned over to those who own the land on which Portland is built. This has gone on for the past 15 years without any complaint from Dr. Raffety or other members of the Water Board. The people of Portland have now called a halt on that proposition, and in casting about for a readjustment of the water distribution, it seems nothing more than justice to those who have been plundered for the benefit of a few, that they should receive water at the lowest possible cost. Let us put the water of Portland on the proposition of the greatest good to the greatest number.

No body expects absolutely free water. The Free Water Association does not expect absolutely free water for anybody. But that does not say that the people cannot be supplied with water at cost, and as the cost of operating the water plant is only about $35,000 per annum, "economically managed," irrigation and commercial purposes would pay all that expense. It would not be fair or just to give water free for irrigation or commercial purposes, and if the income from this source is sufficient to pay operating expenses, why tax the householder for water that he uses? What would Dr. Raffety or the Water Board do with the extra money that they would take from the householder? To whom would they give it, now that the mains will be laid at the expense of the land benefited? Would they want to turn that money into the general fund? Do they wish to put a tax on every teapot in Portland, on the dishpan, the scrub-bucket, the washtub and washboard? They might as well put a tax directly on these articles as to put a tax on the water that must be used in them.

Now as to the interest on the bonds. All right-thinking people and all people who think, know that the interest should be paid by the property-owners of Portland. The bringing of Bull Run water into Portland has added at least $20,000,000 to the land values of Portland, and those people who have that $20,000,000 of land value are getting off quite reasonably when we only ask them to pay interest on the bonds, which amount to $160,000 per annum.

Let me answer the charge challenging Dr. Raffety, Mr. Dodge, or Mayor Lane, or any other member of the Water Board to refute what I have said. That charge is that they are spending the money needlessly, that they are wasting money that they take from the people for water rates, and that the same can be proven. Let the Water Board show the people what they are doing. This will be more in keeping than to be suggesting plans for the adjustment of the water system in the future. H. D. WAGNON.

HELP STREET DEPARTMENT

Policemen Ordered to Assist in Preventing Littering of Pavement.

The police department will co-operate with the street-cleaning department in an effort to keep clean the down-town thoroughfares. The following order to the patrol forces was issued yesterday:

Alex. Donaldson, superintendent of the Street-Cleaning Department of the city, has asked this department to assist in forcing the business men of the downtown districts to see that proper care is exercised in handling waste papers coming from their establishments, and to see that it is not scattered over the streets, to be blown all over town. This is a nuisance, and should be stopped at once. Officers will make it a point to see that their beats are kept clean of all rubbish and pay special attention to concerns that are careless in handling their waste paper. P. BRUIN,

Captain and Inspector of Police.

BUSINESS ITEMS.

If Baby Is Cutting Teeth

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

Bad tea and coffee ought not to exist; the good are so good.—Schilling's Best.

INDICTMENT MILL GRINDS

OHIO COUNTY HAS 939 AGAINST STANDARD MEN.

Octopus and Its Members Liable to Fines Aggregating $58,000,000 If Found Guilty.

FINDLAY, O., Jan. 14.—The January panel of the Hancock County grand jury tonight returned 939 separate indictments against the Standard Oil Company of New Jersey, the Standard Oil Company of Ohio, the Ohio Oil Company, the Buckeye Pipe Line Company, the Solar Refinery Company, the Manhattan Oil Company, John D. Rockefeller, H. H. Rogers, Wesley Tilford, John D. Archbold, Frank Q. Barstow, W. Rockefeller and F. T. Cuthbert. They are formally charged with being members of a trust for conspiracy against trade.

Sheriff Groves and his deputies will begin at once to serve copies of the indictments on the defendants.

If Hancock County wins in each case, fines aggregating $58,000,000 can be assessed.

Plumbers' Trust Pleads Guilty.

JEFFERSON, O., Jan. 14.—Eight members of the Ashtabula Plumbers' Association pleaded guilty today to indictments charging them with violating the Valentine anti-trust law. Five were fined $50 and costs and three $50 and costs.

DAILY CITY STATISTICS

Births.

DONDON—To the wife of Charles F. Dondon, 268 East Thirty-sixth street, January 5, a daughter.

DONDS—To the wife of Charles F. Donds, 268 East Thirty-sixth street, January 5, a daughter.

ELWELL—To the wife of N. W. Elwell, 361 Stanton street, January 4, a daughter.

GOLDSTEIN—To the wife of Jacob Goldstein, 330½ Second street, January 5, a son.

KOPLAN—To the wife of N. Koplan, 690 Fifth street, January 6, a daughter.

ROGERS—To the wife of Thomas F. Rogers, 100 Morris street, January 9, a son.

WELLS—To the wife of William Bittle Wells, 445 Eighteenth street, January 2, a daughter.

LOW—To the wife of Low Mon Yon, 88 Sixth street, January 10, a son.

Marriage Licenses.

RICHARDSON-LAWSON—S. G. Richardson, 26 North Eighth street, 48; Mrs. Ida E. Lawson, 48.

MORGAN-FORTNER—Louis Morgan, 188 Morris street, 27; Maud D. Fortner, 28.

LESLIE-CASWELL—Alan Gordon Leslie, 36; Charlotte I. Caswell, 22.

CUMMINGS-LUFT—C. F. Cummings, 239 Third street, 24; Anna Luft, 21.

Deaths.

BERETTINO—At Good Samaritan Hospital, January 12, 1907, Beramino Berettino, aged 47 years.

BENTLEY—At 341 Hibbard street, January 9, 1907, Morthan Bentley, a native of Ohio, aged 75 years, 3 months, 3 days.

CONTURE—At 996 Salmon street, January 12, 1907, Mrs. Mabel C. Conture, a native of Oregon, aged 35 years, 24 days.

DENNIS—At 191 Twelfth street, January 10, 1907, Mrs. Cynda A. Dennis, a native of Maine, aged 86 years, 2 months, 19 days.

FITZGERALD—At 760 Thirty-third street, January 10, 1907, Frances A. Fitzgerald, an infant.

GARRETT—At Mount Tabor Sanatorium, January 10, 1907, William T. Garret, a native of California, aged 56 years, 3 months, 3 days.

GENSENSOWSKY—At St. Vincent's Hospital, January 12, 1907, August Gensenowsky, a native of Germany, aged 56 years.

HILL—At Baby's Home, January 8, 1907, Violet Hill, an infant.

HOOVER—At Woodlawn, January 10, 1907, J. R. Hoover, a native of West Virginia, aged 72 years, 6 months.

KEUNNER—At Tabasco Addition, January 9, 1907, Carsten N. Keunner, a native of Indiana, aged 59 years, 2 months, 10 days.

LUSRA—At 129 Tenth street, January 12, 1907, Mrs. Mary Lusra, a native of Finland, aged 58 years.

MCCARTHY—At Salem, January 12, 1907, Michael McCarthy, a native of Ireland, aged 58 years. Remains brought here for interment.

MOON—At Good Samaritan Hospital, January 12, 1907, infant child of Mr. and Mrs. J. R. Moon.

WASHBURN—At Stewarts, January 13, 1907, Mrs. Patience A. Washburn, a native of Canada, aged 79 years, 2 months, 28 days.

WILLIAMS—At Good Samaritan Hospital, January 10, 1907, John Wilson, a native of Norway, aged 43 years.

Building Permits.

N. SOLOMON—Repair of store, Third street, between Taylor and Yamhill; $1000.

CHARLIE YOUNG—Repair of store, Second street, between Yamhill and Taylor; $250.

PORTLAND GAS COMPANY—One-story brick warehouse, Davis street, between Thirteenth and Fourteenth; $6200.

L. L. HEIN—One-story dwelling, East Nineteenth street, between Sherman and Killingsworth; $700.

N. P. WIGNIER—One-story frame dwelling, Milner street, between Hunter andAson; $1200.

CHARLES A. MYERS—One-story frame dwelling, Lincoln street, between East Thirty-sixth and East Thirty-seventh; $1200.

Seven Killed by Explosion.

CLINTON, Ind., Jan. 14.—Seven dead and three injured miners have been taken from mine No. 7, as the result of an explosion today.

Two hundred miners had descended when a terrific explosion shook the interior of the mine. For several hours it was impossible to enter the mine owing to the heat. The trap doors had been blown down and air could not circulate. The bodies of the dead when finally found were badly burned and disfigured.

Wants Lynchers to Give Bail.

WASHINGTON, Jan. 14.—Attorney-General Bonaparte today presented to the Supreme Court of the United States a motion to require Sheriff Shipp, of Hamilton County, Tennessee, and 26 other persons charged with contempt of that court owing to the lynching at Chattanooga last March of the negro Ed Johnson, to appear and give bail.

Milwaukie Country Club.

Eastern and California races. Take Sellwood or Oregon City car, starting from First and Alder streets.

UNPRECEDENTED SUCCESS OF

C. GeeWo

The Great Chinese Doctor

At No. 162½ First St. Cor. Morrison

No misleading statements to the afflicted. I guarantee a complete, safe and lasting cure in the quickest possible time, and at the lowest cost possible for honest and successful treatment. I cure catarrh, asthma, lung, throat, rheumatism, nervousness, stomach, liver, kidney and lost manhood.

FEMALE TROUBLES AND ALL PRIVATE DISEASES.

My remedies are harmless, composed of roots, herbs, buds and barks especially selected and imported direct by us from the interior of China.

IF YOU ARE AFFLICTED DON'T DELAY. DELAYS ARE DANGEROUS.

If you cannot call, write for symptom blank and circular. Inclose 4 cents in stamps. CONSULTATION FREE.

The C. Gee Wo Chinese Medicine Co., 162½ First St., Cor. Morrison, Portland, Or. Please Mention This Paper.

AN IMPORTANT CASE

ATAXIA CURED BY DR. WILLIAMS' PINK PILLS.

Added Proof of the Wonderful Results Obtained by the Tonic Treatment for Nervous Disorders.

Mrs. S. C. Wellock, of 114 Cleveland Avenue, Everett, Mass., the wife of an employe in the government works at Chelsea, says:

"I had been troubled with nervousness for ten years and the disease kept growing on me. Then I learned that I was suffering from locomotor ataxia. I had terrible tremblings in my right leg which would get rigid and when this happened in the street I had to stand still until it passed away to keep from falling. My right arm felt as if a thousand needles were pricking it. The sheet touching my knee in bed would nearly cause me to scream out with pain and both knees were so weak I could hardly stand.

"I had to use a cane and be helped about by my son. Then the pain began to settle in the calves of my legs and the muscles became numb and quivered constantly. The cords under my knees seemed to be drawn up tight and the terrible shooting pains in my legs would nearly drive me insane. My toes became numb and at times would prickle as if needles were being thrust into them. My eyes became dull and black spots floated before them. My heart was very weak.

"My attention was called to Dr. Williams' Pink Pills and I bought several boxes right away and soon felt relief. I was so pleased that I kept on taking them until they cured me entirely, and I have had no symptoms of the trouble for over a year."

Nervous diseases may be traced directly to the blood for their cause. This is why Dr. Williams' Pink Pills have been so successful in nervous disorders such as dizziness, sick headache, nervousness and partial paralysis. It is through the blood that these pills build up the nerves and they have also cured such blood diseases as anaemia, rheumatism, after effects of grip, etc.

Dr. Williams' Pink Pills are sold by all druggists or sent, postpaid, on receipt of price, 50 cents per box, six boxes $2.50, by the Dr. Williams' Medicine Company, Schenectady, N. Y.

A booklet, entitled "Nervous Disorders," sent free on request.

Vapo-Cresolene

(Established 1879.)

"Cures While You Sleep."

Whooping-Cough, Croup, Bronchitis, Coughs, Diphtheria, Catarrh.

Confidence can be placed in a remedy, which for a quarter of a century has earned unqualified praise. Restful nights are assured at once.

Cresolene is a Boon to Asthmatics

All Druggists

Send postal for descriptive booklet.

Cresolene Antiseptic Throat Tablets for the irritated throat, of your druggist or from us. 10c. in stamps.

The Vapo-Cresolene Co., 180 Fulton St., N. Y.

ATHLETES

TO KEEP IN GOOD TRIM MUST WELL TO THE CONDITION OF THE SKIN.

TO THIS END THE BATH SHOULD BE TAKEN WITH

HAND SAPOLIO

All Grocers and Druggists.

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 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.

TRAVELERS' GUIDE.

SOUTHEASTERN ALASKA ROUTE.

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

S. S. Cottage City (via Wrangell and Sitka), January 17, 31; Feb. 14, 28.

S. S. Ramona (Skagway direct), Jan. 12, 26; Feb. 9, 23.

FOR SAN FRANCISCO DIRECT.

From Seattle at 9 P. M.—Umatilla, January 15, 30; City of Puebla, January 20; Senator, January 10, 25.

Portland Office, 249 Washington St. Main 229.

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

North Pacific S. S. Co's. Steamship Roanoke

(2500 Tons)

Sails for Eureka, San Francisco and Los Angeles, Direct, JANUARY 18, AT 8 P. M., FROM MARTIN'S DOCK, Foot of 17th St. Take S or 16th-St. cars. Ticket Office 132 3d, near Alder. Phone Main 1314. Dock phone, Main 5203. H. YOUNG, Agent.

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.

WILLAMETTE RIVER ROUTE

For Corvallis, Albany, Independence, Salem—Steamer "POMONA" leaves 6:45 A. M. Tuesday, Thursday and Saturday. Portland at 7 A. M. For Salem and way landings—Steamer "OREGON" leaves 6:45 A. M., Mondays, Wednesdays and Fridays.

OREGON CITY TRANSPORTATION CO., Foot Taylor Street.

TRAVELERS' GUIDE.

EAST via SOUTH

SOUTHERN PACIFIC COMPANY. SUNSET ROUTE. GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY.

Leaves.	UNION DEPOT.	Arrives.
Daily. 11:30 P. M.	Portland and San Francisco Ex. press stops only at most important stations between Portland and San Francisco for all points East and South.	Daily. 11:30 P. M.
7:45 P. M.	OVERLAND EXPRESS TRAINS for all local points south, Sacramento, San Francisco and points East and South.	*7:25 A. M.
*8:30 A. M.	Morning train connects at Woodburn daily except Sunday with Mt. Angel and Silverton local.	*5:30 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.
7:30 A. M.	Corvallis passenger.	5:50 P. M.
*4:10 P. M.	Sheridan passenger.	*10:20 A. M.
†5:20 P. M. †11:00 A. M.	Forest Grove passenger.	†2:50 P. M. †8:00 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, 3:30, 5:20, 6:25, 7:45, 10:10, 11:30 P. M. Daily except Sunday, 8:30, 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, 5:10, 6:15, 7:35, 9:55, 11:15 P. M. 12:25 A. M. Daily except Sunday, 6:25, 7:25, 8:55, 9:55, 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, $3. 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, Gen. Pass. Agt. WM. M'MURRAY, City Ticket Agent.

O.R.&N. UNION PACIFIC OREGON SHORT LINE AND UNION PACIFIC

3 TRAINS TO THE EAST DAILY

Through Pullman standards and tourist sleepers, dining cars (meals a la carte), Spokane, Butte, Salt Lake, Ogden, Denver, Omaha, Kansas City. Reclining chair cars (seats free) to the East daily.

UNION DEPOT.	Leaves.	Arrives.
CHICAGO-PORTL'D SPECIAL for the East via Huntington.	9:30 A. M. Daily.	7:30 P. M. Daily.
SPOKANE FLYER.	7:00 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.	9:30 A. M. Daily.
PORTLAND - BIGGS