FEAR LAW WOULD CAUSE THEIR RUIN

the Demurrage Bill.

UNABLE TO MEET TERMS

Absorption of Small Lines by Great Trans-continentals, if Measure Is Passed, Predicted by Manager Talbot, of Hammond Lines.

Owners and managers of the smaller independent railroads of the state are up in arms against the proposed recipro-

General Manager Talbot, of the Hammond roads, is another who foars the proposed step will be bad for the smaller railroads of the state. So seriously does he regard the Teal bill as drafted that he has recommended to the owners of the Astoria & Columbia River railroad and the Corvailis & Eastern lines, the Hammond properties in this state, that the surveys and extensions now under way be stooped until the Levellaure acts upon

surveys and extensions now under way be stopped until the Leesllature acts upon the bill. Mr. Talbot said:
"I consider the present contemplated railway legislation extremely detrimental to the interests of the railroad companies as well as the development of Oregon, and especially so that part of the su-called Teal bill wherein it proposes to con, and especially so that proposes to so-called Teal bill wherein it proposes to so-called and govern the movement of cars so-called Teal bill wherein it proposes to control and govern the movement of cars by a reciprocal demurrage arrangement. I have given the reciprocal demurrage clause as careful a study as my time would allow and am inclined to believe that should this section be passed it will have the effect of stopping at once the contemplated extension of the independent roads and the building of new ones. I term the independent roads those not owned or controlled by the Hill or Harrispin of the Corvallis & Eastern handles the greatest part of the business turned over to the Southern Pacific on its local rate. Again, the Corvallis & Eastern owner-ship is entirely independent of the Harrispin of the Harrispin of the corp. owned or controlled by the Hill or Harri-man interests.

Four Years Needed to Build Cars.

"The development of this cases are reads will cease until such a time as cars can be furnished to them by the Hill and Harriman roads, upon which they are solely dependent for the big end of their car supply. This will be at least from car supply. This will be at least from we will be unable to furnish to our industries any cars for joint business.

"This bill as drafted is such a serious one to our companies that I have in the care of the companies of the companies of the companies of the care of the car transportation created in the State Oregon. Legislative enactment cannot of Oregon. Legislative enactment cannot build cars, and no matter what laws are passed no greater number of cars will be furnished—only the present cars differently distributed. I am reliably informed that every car and locomotive plant in the country has its output sold for a year ahead at least. This being true, where are cars to be bought?

"It is proposed that the Test bill better."

"It is proposed that the Teal bill shall scome effective six months from its passage. This seems to me to be extremely nreasonable. Not many years ago Concress passed a bill compelling the railroads to equip their cars with automatic brakes and air. This bill gave the roads three years, I believe, in which to make the changes in the equipment. The railroads used every effort to comply with the law, but failed to complete these changes in the given time. They appealed to the commission and they extended the

meet the requirements of the law than it is to begin at the bottom—buy and assemble the material and build the cars complete! Still, the Government was willing to give the railroads time to do things, but the Teal bill says that the railroads shall furnish all necessary cars before they can be built or be subject to

"For the last five years the Astoria & Columbia River Road has received from Its connections scarcely any equipment, and the Corvallis & Eastern as fared but little better. Now from the standpoint of an independent small road, what will the condition be should reciprocal demurrage become a law? It means that we will not be furnished with one empty car by our connections. The only salvation we will have will be that when the Hill and Harriman lines have furnished all cars ordered by their own stations they will then, if there is any surplus nish cars to us; but they have not had any surplus for months and months, and if the same amount of lumber is manufactured from now on that has been in the past year, there will be no

sound business judgment that the Hill and Harriman lines will not furnish small roads an empty car when they themselves are suffering by a fine of \$2 a day per car for not furnishing their own shippers. This rule will not only apply to the small roads, but will so to the shippers outside of

seems to me that the railroad committees at Salem should give this proposed bill considerable thought. It a foregone conclusion that in the first place the Harriman lines will have more orders for cars from ship pers than they can possibly furnish, therefore, they will be liable to a fine per day per car until such cars urnished. This fine is a universal are furnished. one and applicable on all car orders, no matter at what place cars are or dered, therefore, the Harriman lines will first furnish empties to the shippers located at points where the car is made empty.

Cities Get Empty Cars.

"If there is a surplus, the nearest station to where cars are made empty will receive these cars. Therefore, cities will receive all empty cars, leaving the shippers at small stations and on small railroads without any empty cars for their shipments. nomical operation, and is the same way. By doing this, the Harriman lines will save a great amount each month on per diem charges and empty car haul and this will go a long way towards paying fines assessed for not furnish-

industries at large centers, and is rapid step toward monopolies at fa-vored sections, and leaves the small towns to suffer from the effect. Such a result is just opposite to what the people want. They are crying against favoritism, and at the same time this bill introduced is an aid toward fa-

Before the joint committees of the House and Senate on last Tuesday in Salem, Mr. Teal, in answer to a question put to him as to how the reciprocal demurrage bill would affect small lines, replied that it would not seriously affect them, as they all had traffic arrangements which would help them out. I do not know of any trific several meters.

agreement or other contract between any independent common carriers and the Harriman lines in the State of Oregon wherein they are to furnish empty cars to the small roads, nor do believe that any such agreement ex-ts. There may be agreements as to bint rates and operation, but none furnish cars.

Ruling of Supreme Court.

Owners and Managers of the Independent Roads Oppose

"I understand that the United States Supreme Court has held that one rall-road company is not compelled to let its cars go onto the rails of another, therefore the small roads cannot compel the larger interests to furnish them with cars. It would not be fair them with cars. It would not be fair or reasonable to expect the small rallroad, having a haul of from five to ten miles, to furnish a car to load to a point beyond its rails, say to the Har-riman lines, wherein the Harriman lines received about a 2000-mile hau! and 95 per cent of the revenue. Again when once a car is off our rails we cannot expect its return for a period of from four months to a year; there-fore, one can see that a small line cannot afford to furnish cars for ship-ment destined a great distance away whereby the Harriman lines and their onnections receive the use of this car indefinitely.

"A line like the Astoria & Columbia River Railroad would be compelled, in order to keep up with the cars ordered, to provide itself with an indefinite num-ber of cars—not less, in my judgment, than 8000 or 10.000. This would mean that it would have to build large holding tracks, and if at any time there was a siump in traffic would have an investment of millions of dollars from which it would derive no revenue. Both the Astoria & Columbia River Raffroad and the cal demurrage provision as arranged by
J. N. Teal in the roalroad commission
bill for this state. They say it means
ruin for shippers and railways alike and
express the belief that legislators should
consider the matter carefully before making the bill a law.
General Manager Talbot of the Hamiceneral Manager Talbot of the Hamiceneral Manager Talbot of the Ham-General Manager Talbot, of the Ham-nond roads, is another who foars the groposed step will be bad for the smaller have to move. In other words, they will be compelled to cut off all business at

> No Agreement With Southern Pacific "In Sunday's Journal there appeared an article purporting to inform the public of the relations existing between the Southern Pacific and the Corvallis & Elastern road. The writer stated that the Corern road. The writer stated that the Corvallis & Eastern road has a traffic agreement with the Southern Pacific wherein the Corvallis & Eastern Company receives from the Harriman lines a certain percentage of the receipts from all traffic

ship is entirely independent of the Harriman lines in every sense of the word, and is free to use the Yaquina gateway any time they see fit

past few days recommended to the owners of our properties that we stop our present surveys and not launch new ones nor proceed with our contemplated develop-I-truly believe that should resiprocal demurrage become a law and be held valid by the courts, every industry held valid by the courts, every industry on our rails not having a deep-water outlet would be placed at such a disadvantage that they would be compelled to close. It would mean, I believe, the ceasing of all development of independent has aboard 3500 tons of steam coal. A lines and the ultimate absorption or con-fiscation of these roads by the two great interests, the Hill and Harriman lines."

SAFETY GATES AT CROSSINGS

Railroads Will Install Modern Appliances on the East Side.

"How much quicker and easier it is to equip the cars with these appliances to meet the requirements of the law than the crossings at the intersections of East large ocean-going freight steamships. First and East Morrison streets and Hawthorne avenue as soon as the gates can be procured. Councilman Annand yesterday received the following unication from Manager J. P. O'Brien 'About two months ago I was peti tioned by a committee of the East Side Improvement Association to install safegates on East Morrison street and Hawthorne avenue adjacent to our main line on East First street for the protection of teams, pedestrians and street-cars, etc., crossing our tracks. After due consideration and investigation, we have concluded to comply with this re-quest and I hand you herewith a draft of an ordinance to cover, which I ask you to kindly introduce, and will say that its passage will not be objected to by

Section 1 of the ordinance reads as fol

That the Southern Pacific Company, as weee of the Oregon & California Railroad Company, its successors and assigns, shall construct, maintain and operate, along its tracks or where the line of its railroad on and Hawthorne avenue, safety gates on each car or train is passing, or about to pass either of said crossings, said gates shall be close so as to warn pedestrians, teams and street cars of the use of said crossings by said rail road company or the approach of a train

Section 2 of the ordinance will pro vide for the time in which these gates shall be operated, to be fixed by the

NEW DEPOT FOR EAST SIDE

Southern Pacific to Build Station at East Washington Street.

Plans have been prepared for a pass-enger depot for the Southern Pacific Com-pany, to be erected on East First street near East Washington, and a permit has been taken out for the foundation. The clans were prepared tentatively, and some slight changes are to be made in them to comply with conditions, but on the whole the character of the building has been decided upon. It will be 50x200 feet, and will be a handsome structure, such as the East Side people will be proud of. It will cost between \$12,000 and \$15,000, and will be completed as soon

as possible.

Erection of this building is the result of the agitation started a little over a year ago by the East Side Improvement Association. The Southern Pacific first established a temporary depot on the corner of East First and East Washington streets as an experiment, and manent depot would be erected sometime during 1907. This depot will serve pass-engers coming from Valley points who not care to go to the Union depot,

but the main accommodation will be for Promise is also made that a general freight depot will be built at East Second and East Oak streets. Residents of the East Side regard the establishing of the passenger and freight depots as one of the most important gains that have been made in that portion of the city

Island Changed by Shocks,

WHALER SAVES BARK

Orion Rescues St. James From Cape Beale Graveyard.

CAPTAIN GIVES UP HOPE

Vessel Driven Toward Rocks on Which Valencia Was Wrecked. Steamer Comes to Her Aid Just in Time.

SEATTLE, Feb. 6.—A special to the Times from Bamfield, B. C., says: "The bark St. James, which left San Francisco four days ago to load a cargo cisco four days ago to load a cargo in Puget Sound, encountered thick weather, with very hard southerly winds the whole voyage. Yesterday a heavy westerly gale sprang up and heavy seas drove the ship in shore about two miles west of Cape Beale. Captain Parker says that he fired distress rockets all night in hope of attress rockets all night in hope of attracting attention of a lighthouse or any passing steamer.

"About midnight the ship ran very close to the breakers on Danger Rock near Village Island. The captain dropped anchor and told the crew all was over, never expecting to see daylight. By some miracle the ship was safely anchored with the breakers all around her, and at daylight the steam whaler Orion, from Seehart, came to her assistance. The vessel never touched a rock, and the Orion, after getting a line aboard, towed her into Bamfield Creek, where she now lies anchored. A tug is expected from Seattle tomorrow to tow her out.

STEAMER COSTA RICA SAILS

Obtains Coal From the Nicomedia

and Goes South. The steamer Costa Rica, Captair Mason, of the San Francisco & Portland Steamship Company, left last night for San Francisco with passengers and freight. The steamer has been detained in port for the past 48 hours on account of lack of coal. The bunkers of the Costa Rica were replenished from the coal supply of the Asiatic steamship Nicomedia, and the latter essel will receive her coal supply from fuel now en route to the company from Sound points.

The Costa Rica was scheduled to sail Monday night, but was short of Tuesday, several carloads of coaarrived in Portland, but as it was poor steaming stuff, it was deemed advis-able not to send the ship to sea with poor fuel and risk the chances of a

The transfer of coal from the Nico-media, which is a German craft, en-tails the payment to the United States Government of 65 cents a ton customs tax. The coal supplied by the Nico-media was purchased in Moji and on large portion of this will go to the O. R. & N. Company and will relieve the present fuel situation to a considerable extent.

WILL PURCHASE STEAMERS.

Charles E, Peabody Goes to New York to Inspect Vessels.

upon which the company holds an op-

STEAM	ER INTELL	GENCE.
	Due to Arriv	0.
	The state of the s	
Columbia Alliance F. A. Kilbi Roanoke	Prom Hongkon San Fran Eureka San Fran San Fran	Feb. 8
Geo. W. Elde Numantia	San Fran er San Pedr Hengkon Hongkon	Feb. 18 gFeb. 21
	Hongkon	
PRINCE VIOLEN		
Sci	heduled to Det	mrt.
Name.	For	Date
	Hongken	gFeb. 9
Colorentita	San Fran	Pate 5
F. A. Klibur	n San Fran	Feb. 10
Alliance	Eureka	Feb. 10
Rounoke	San Pedr	o Feb. 12
Costa Rica.	San Fran	Peb. 16
Geo. W. Elde	er San Ped	ro Feb. 20
Numantia	Hongkon	F Feb. 28
Arabia	Hongkon	mMar 28
Aragenta	Hongkon	r Apr. 18

the Alaska Steamship Company, left for New York yesterday. It is probable that Peabody will close the deal for the purchase of the big vessels be

re be returns to Seattle. The freighters each carry about 4000 tons and are adapted for the handling of cagoes of any description, including railroad engines, heavy freight cars lumber and other classes of freigh rted from Puget Sound ports to

CAPTAIN KINNEY IS FINED.

Head of Masters and Pilots Made Threats Against Outside Mate.

SEATTLE, Wash., Feb. 6 .- Captain W. Kinney, head of the Masters' and Piots' Association, was yesterday fined \$5 and costs in the Police Court on a charge of disorderly conduct. It is said that while intoxicated Kinney boarded the steamer Utopla and made threats against cond Mate Myers, who is not an As

Will Build Five More Schooners.

ABERDEEN, Wash., Feb. 6,-(Special.) Lindstrom Shipbuilding Company which has three steam schooners on the stocks almost ready for launching and two nearly in frame, has signed contracts for three additional schooners, one for Beadle Bros., of San Francisco; one for C. H. Higgins, of the same city, and one for the Hartwood Mill Company, of this city. Each will be about 195 feet long, five feet longer than any hitherto built here, and will cost \$100,000 each. Lindstrom company had to turn down one of the Hartwood contracts, the com-pany having decided to build two steam schooners for its increasing trade, of the Hartwood schooners will be c the Saginaw, and one the Claremont.

Gymeric Working Wheat.

Wheat shortage has, with one exception, put a stop to all work on grain ships in the harbor. The British steamer Gymeric was working yesterday at Montgomery No. 2. It is uncertain when she

IF YOU TOUCH your tongue to

and look in the glass-you will see the effect-You can't help puckering-it makes you prcker. to think of tasting it.

By the use of so called cheap Baking Powders you take this puckering, injurious Alum right into your system—you injure digestion. and ruin your stomach.

> AVOID ALUM Say plainly-

Royal is made from pure, refined Grape Cream of Tartar-Costs more than Alum but you have the profit of quality, the profit of good health.

disabled outside the harbor and water-logged, has discharged her cargo of lum-ber and is now at Lindstrom's for re pairs. The extent of her injuries will not be known until she is placed on the railway tomorrow. There is a large hole in her bottom. The steamers Coronado, Tiverton and Duneric arrived today. They report heavy weather outside,

Fireboat Out of Coal.

The fireboat George H. Williams is practically out of commission on account of lack of fuel. The boat would be unable to answer a call and it is ar absolute impossibility to secure coal for her. Until a supply of steam coal is received Portland's harbor will be with-out the protection of a fireboat. The last run of the Williams was on Tuesday, when she went to the rescue of the Portland Public Baths, which went adrift.

National City Still Aground.

LOS ANGELES Feb 6-The steam schooner National City, which ran ashore near Redondo yesterday, is still hard and fast in the sand, having resisted all ef-forts to pull her off at high-tide. The cargo of the is being discharged and floated ashore

Schooner W. T Witzman Ashore. SAN FRANCISCO, Feb. 6 .- The schooner W. T. Witzman, which salled from this port yesterday for Willapa Harbor, is ashore two miles north of Doxbury Reef. The tug Dauntiess and a lifesaving crew have gone to her assistance.

Marine Notes.

Captain Whitney and Mr. Turner, United States Inspectors of Hulls and Bollers for the district of Puget Sound, have re-The steamer Harvest Queen, with pass

engers from the Cascade Locks, arrived at a late hour last night. The Queen will leave again this morning for Bonne-The steamer Charles R. Spencer, under charter to the O. R. & N. Company, left

for Bonneville yesterday morning. She will transfer passengers from the snowbound trains to Portland. The steamer Thomas L. Ward and the steamer Nome City are held above the Madison-street bridge on account of the high water. They will be unable to move high water. until the freshet subsides.

Captain E. S. Edwards, local inspector of hulls, who has been confined to his home the past week with a severe attack of pneumonia, is slowly recover-ing. It is thought that he will be able to leave his bed by the first of the week

Arrivals and Departures.

ASTORIA, Feb. 6.—Condition of the bar at 5 P. M., amooth: wind, southeast, 18 miles; weather, cloudy. Arrived at 7:45 and left up at 10:20 A. M.—Steamer Santa Maria, from Port Harford, Arrived down at 9:40 A. M.—French bark Neomi, Arrived at 11:05 and left up at 1:45 P. M.—Steamer Meteor, from San Pedro, Arrived at 11:10 A. M. and left up at 2:30—Steamer Santa Ana, from San Francisco, Arrived down at 11:30 A. M. and salled at 2:45 P. M.—Steamer Geo. W. Elder, for San Pedro and way points. Arrived at 2:35 P. M.—French bark Marechal de Villiers, from Antwerp, Sailed at 2:40 P. M.—Steamer Johan Poulsen, for San Francisco, Arrived down at 4:40 sen, for San Francisco, Arrived down at 4.40 P. M.—Steamer Cascade, Outside at 5 P. M.—Two three-masted schooners, Suited at 5 P. M.—Steamer Cascade, for San Fran-

Isco,
San Francisco, Feb. 6.—Sailed, at 4:30 P.
L.—Steamer Roanoke, for Portland and way
orts. Sailed—Schooner Saivator, for Coimbia River.
Dublin, Feb. 6.—Arrived yesterday—
rench ship Laennec, from Portland,
San Francisco, Feb. 6.—Arrived—Steamer
vashington, from Seattle, Sailed—Bark
fomeward Bound, for Tacoma; bark Guy
Goss, for Port Townsend; schooner Salator, for Astoria; schooner Beulah, for vator, for Astoria; schooner Beulah, for Gray's Harbor; bark Star of England, for Ladysmith, B. C. Sailed—Schooner Roy Somera, for Gray's Harbor; steamer Umatilla to Victoria B. C. Stanasa, Passance Liverpool, Feb. 6.-Sailed-Majestic. for

Haquiam, Wash., Feb. 6.-Arrived-Tiver. on, Coronado, Dumeric, Sailed-Quinautt 'armel, Evichak, Norwood-Tides at Astoria Thursday

7:38 A.M. . . 8.4 feet 1:07 A.M. . . . 3.0 feet 9:16 P.M. . . . 5.0 feet 2:53 P.M. . . 0.8 feet

Two More Cases of Diphtheria,

GRESHAM, Or., Feb. 6.—(Special.)— Two severe cases of diphtheria have de-veloped in the family of J. O. Forsgren at Sycamore. Two children, a son and at Sycamore. daughter, are the victims and the family residence has been quarantined, Sycamore school has been closed and the schoolhouse is being fumigated, as well as all the pupils who were attending when the Forsgren children were taken down. All necessary efforts are being put forth to prevent a spread of the

Schooner to Be Repaired.

Do not purge or weaken the bowels, but act specially on the liver and bile. A perfect liver correcter. Carter's Little Liver Pills.

JEWISH WOMEN DISCUSS THE IMMIGRATION QUESTION.

Are Opposed to "Low Vitality" Amendment to National Law. Paper by Mrs. Leon Hirsch.

The Portland section of the Council of Jewish Women went on record yesterday as strongly against the proposed amendment to the immigration law, which pro vides for the appointment of a medical officer to inspect all immigrants, who will have the power to refuse admittance to anyone of "poor physique" or "low vi-tality," with no appeal from his decision, A protest from the National council in eference to Jewish immigrants declares that "It needs no argument to prove that those having lived in the awful conditions of the Russian pale, who have gone through persecutions and massacres, have been starved and have then been tossed about in the crowded steerage of the ship, arrive here in a condition which may be called one of 'low vi-tality' or 'poor physique,' a condition which, with opportunities of air, good food and light, they soon recover." When Speaker Canpon reaches his of-

reads as follows: "We protest against low vitality amendment to immigration Power given inspector would out-

Czar the Czar of Russia. the close attention of the Council yesterday afternoon and was thoroughly discussed. One of the most comprehensive papers this body has ever listened to was presented by Mrs. Leon Hirsch and her complete familiarity with every phase of the immigration subject and the opin-ions of the world's authorities indicated that she has devoted herself assiduously to the study of the question. While Mrs. Hirsch is not in favor of adding to the present restriction, she is convinced that unrestricted immigration has many dan gers attendant upon it. As a result of her broad study and reading she was able to quote many able authorities and to give their recommendation for diverting Jewish immigration from New York in order to relieve the congested conditions there, her statistics showing that over two-thirds of the Jews in this

country are now congregated in the con-fines of that city.
"Our first duty," said the speaker, "is to preserve the high standard of Amer-icanism and to secure this the perfect assimilation of our foreign population is necessary.

The proposition of making Galveston port of entry for foreign immigration is thoroughly concurred in by Mrs. Hirsch, who is of the opinion that from that point laborers could be distributed throughout the states requiring them, and that they would not enter the Ghetto sweatshops and become fixtures city as they do in New York. original thought with Israel Zang-ill and has been taken up by other ominent Jewish leaders, and it seems meet with the general commendation American Jews as the best way to cope with the great question just at pres ent. Zangwill, in speaking of this for diverting the tide from New

"I had long been wrestling with this very problem to find for our weary wander-ers a satisfactory 'Wohin' for the mo-ment." Wohin is a word for which the English language has no equivalent, and means "the where of the where." cenerally used in connection with the leeing, persecuted Russian Jews. Mrs. S. M. Blumauer, in the discussion

following the paper, expressed herself as concurring with Mrs. Leon Hirsch in the plan for closing New York and opening Fexas as an entry port, and further added that when the Jews came to be regarded that when the sews came to be regarded as a nation they would be ready for the Zion towards which they have always looked. "The time is impracticable for it now," she said. "for the reason that one cannot take tailors, seamstresses and those of other sedentary pursuits and successfully open a new country. They need a generation of other life to prepare them for it, and it is to the present children that we must look for

Mrs. Solomon Hirsch took a more optimistic view of the question than did Mrs. Leon Hirsch, and is strongly against closing New York or any other port against those who seek homes in Amer-

Current events of two months ago wer reviewed in most interesting fashion by Mrs. Pelix Friedlander, who succeeded in condensing the many happenings of that period into a concise and instructive paper. Among the many matters men-tioned which were of particular interest to the Council was the announcement mission in so far that he has a new syn- of the X-ray.

pledged by prominent New Yorkers and its construction will be immediately started. That Dr. Wise will have an "unmuzzled pulpit" goes without saying and the speaker considers that the cause of Judaism will be advanced through his

fforts. Mrs. Kathleen Lawler was the solois of the afternoon. A reception hour fol-lowed the programme, at which the so-cial committee served.

READY TO TACKLE LIFE Fifty-four Students Graduate From the Portland High School.

The senior class of the Portland High School graduated last night. The entire class of 54 students was seated upon the platform of the High School mas from J. V. Beach, chairman of the school board. At the close of the programme flowers were presented to the graduates, and such a profusion of white and pink carnations, roses and violets was in evidence that nearly all of the young women had more than they could carry. The hall was crowd-ed, many standing in the aisles and near the doorway.

In the address of the evening Rabbi Johan B. Wise counselled the young food and light, they soon recover."

When Speaker Cannon reaches his office in the House of Representatives this things which would give them a name fice in the House of Representatives this morning he will find a telegram signed on the starry page. "There is," said Huntington. Huntington. Three hundred members, Portland Section, Council Jewish Women," which tion, Council Jewish Women," which after all, the things worth while are LOCAL for all local points between Higgs not done without preparation, and without hard, hard work."

The rendering of Zar the Czar of Russia."

The subject of "Immigration" occupied he close attention of the Council yesterway was excellent, and the loud applicate the council yestercompelled an encore. Later in the evening she rendered "Woodland Croon Song," "Clutsam," and "You and Love. After playing a violin solo, "Romano from Second Concerte," by Wieniawski, Miss Cornella Barker was again called upon the stage, and later played "Le Cygne," C. Saint Saens, Miss Leonora The class officers are Lilah R. Rog-

ers, president; Olive Donnell, vice president; James Handlan, secretary Leigh Huggins, treasurer; Isabelle Beckwith, sergeant-at-arms Here are the graduates from the various classes:

English-Carrie Helen Barbey, Bartholomew, Mary Alice Bayer, Isabelle C. Beckwith, Frank O. Breeding, Hazel Mae Brown, Helen Lennette Brown, Gwendollne Carpenter, Helen Cochrane, Daisy Deane Foster, Florence D. Hand, George Kauffelt Harris, Hagel Mae Henrys, J. N. Gilber Herren, Ruth Jeanette Hess, William L. Lightner, Jr., Abraham Nelson, Nellie Olivi Herren, Ruth Jeanette Hess, William L. Lightner, Jr., Abraham Nelson, Nellie Glivia Nesvold, Margaret M. O'Shea, Frances E. Farker, Nettle Rankin, Gertrude L. Rockwell, Frances E. Smith, Abigall Jane Thomas, Hortense E. Thurman, Florence Anita Turlay, Edith Lindley Welch, Artis D. Wilcox, Lilliam Maud Yeo.

Latin—Grace L. Bartiett, Francis Day Curtis, Tom Dodson, Harry T. Drill, James Handlan, Myrtle C. Reeley, Louise Lazarus, Liliah Harvey Bogers, Lois V. Scott.

German—Teresa D. Baccrich, Frances J. Blumenauer, Bertha Ellen Caughey, Willow May Fleids, Harold D. Gill, Annie Hait, Nora H. Hansen, Anna Hochull, Mabel Edna Orton, Albe Rademacher, Irene Wasst.

Latin, German and English—Louise Roulan, Dorcas E. Hedin, Ermel Marguerite Miller.

Latin and English-Olive Starr Donnell, Charles Basil Pumphrey. Latin and German—Leigh M. Huggins.

There are 412 members of the classes hat yesterday completed the course in the grammar schools. It is believed that an unusually large percentage of these will register at the High School at the opening of the term Monday.

GEORGE W. SIMONS WEDS

Miss Mary E. Swigert Becomes Bride of Multnomah Club President.

George W. Simons and Miss May E. Swigert were married at noon vesterday, at the home of Mr. and Mrs. H. C. Camp bell, in the presence of a few close friend and relatives. The ceremony was per formed by Rev. James McGaw. Mr. and Mrs. Simons will leave for a tour of the United States and Cuba, spending three months on their wedding trip. Both are widely known in Portland. Mr. Simon is manager of the Pacific Bridge Company and president of the Multnomah Club, and Mrs. Simons is a sister of C. F. Swigert, formerly manager of the Club & Suburban Railway Company. Mrs. ons formerly served as secretary of the company.

Sues Doctor for Heavy Damages.

ABERDEEN, Wash., Feb. 6.—G. J. Sauers and wife, of Hoquiam, have brought suit for \$25,000 damages against Dr. Paul Smits, a prominent physician of this city, alleging that he has caused the permanent disablethat Dr. S. S. Wise has succeeded in his ment of Mrs. Sauers by a wrongful use TRAVELERS' GUIDE.

UNION DEPOT Leaves. Arrives. Daily, 11:30 P. M. Dally. 11:80 P. M. Francisco Ex-prese stops only at most import-ant stations be-tween Fortland and San Fran-cisco for all points East and South. OVERLAND EXPRESS TRAINS for all local points south, Sacramen-to, San Francis eo and points Morning train conflects at Woodburn daily except Sunday with Mt. Angel and Silverton lo-*5:30 P. M.

*4:15 P. M. Cottage Grove -11:00 A.M. passenger con-nects at Wood-burn and Albany daily except daily except
Sunday with
trains to and
from Albany.
Lebanon and
WoodburnSpringfield
branch points. 7:50 A. M. Corvallis passen-\$4:10 P. M. Sheridan passen-\$10:20 A. M.

#5:20 P. M. Forest Grovs #2:50 P. M. #11:00 A. M. passenger. #2:50 A. M.

*Daily, ¿Daily except Sunday.

*Daily, ¿Daily except Sunday.

PORTLAND-OSWEGG SUBURBAN

SERVICE AND YAMHILL

Depot, Foat of Jefferson Street.

Leave Portland daily for Oswego at 7:49

A. M.; 12:50, 2:05, 3:30, 5:20, 6:25, 7:45, 19:16, 11:30 P. M. Daily except Sunday, 5:30, 6:30, 8:40, 10:25 A. M. Sunday only, 6 A. M. Returning from Oswego, arrive Portland, daily, 8:35 A. M., 1:50, 3:05, 5:10, 6:15, 7:35, 9:56, 11:19 P. M.; 12:25 A. M. Daily except Sunday, 6:25, 7:25, 8:35, 8:35, 1:45 A. M. Sunday only, 10 A. M.

Leave from same depot for Dailas and intermediate points daily, 7:30 A. M. and 4:15 P. M. Arrive Portland, 10:15 A. M. and 6:23 P. M. The Independence-Monmouth Motor Line perates daily to Monmouth and Airlie, con-scring with S. P. Co 's trains at Dallas and dependence.

Tickets to Eastern points and Europe CITY TICKET OFFICE, Corner Third and
Washington Sts. Phone Main 712.
C. W. STINGER, WM. MMURRAY.
City Ticket Agent. Gen. Pass. Agt.



and Union Pacific 3 TRAINS TO THE EAST DAILY

Through Pullman standards and tourist, sleeping cars daily to Omana, Chicago, Spokane; tourist sleeping car daily to Kansas City. Reclining chair cars (seats free) to the East daily. UNION DEPOT. Leaves. Arrives. CHICAGO - PORTL D SPECIAL for the East via Huntington Daily. 7:30 P. M. Daily. SPOKANE FLYER. 7:00 P. M. 8:00 A. M. Daily. Daily. For Eastern Washington, Waila Walla, Lewiston, Coeur d'Alene and Great Northern

ATLANTIC EXPRESS 8:15 P. M. 0:30 A. M. for the East via Daily. Daily. points between Higgs and Portland. RIVER SCHEDULE. FOR ASTORIA and 8:00 P. M. 5:00 P. M. Daily with steamer for It-waco and North Sunday. Beach attackers faturday. Hassalc. Ash. st. dock. 10:00 P. M.

FOR DAYTON, Ore. 7:60 A.M. 5:30 P. M. gen City and Yambiii Daily Daily River points, Ash-st. except except dock (water per.) Sunday. 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 ex-cept Friday.

Ticket Office, Third and Washington. Telephone Main 712. C. W. Stinger, City Ticket Agt.; Wm. McMurray, Gen. Pas. Agt.

Astoria and Columbia River Railroad Co.

UNION DEPOT. | Arrives. Daily. For Maygers, Rainler, Clatskanie, Westport, Clitton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seaside, Astoria and Seaside, 7:00 P.M. Express Dally. Astoria Exp Daily. Express.

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



ROUTE.

From Seattle at 3 P. M.
for Ketchikan, Juneau.
Skagway. White Horse,
Dawson and Fairbanks.
S. S. Cottage City (via
Vancouver and Sitka), Feb.
1, 14, 28. S. S. Hamons (Skagway direct), Feb. S. FOR SAN FRANCISCO DIRECT.

Portland Office, 249 Washington St. Main 229. C. D. DUNANN, G. P. A., San Franciscot SanFrancisco & Portland S.S.Co:

Operating the only direct passenger steamers. From Ainsworth Dock, Portland, at 8 P. M.: S. S. "COSTA RICA," Feb. 6, 14, 24, etc. 8, 8, "COLUMBIA," Feb. 9, 19; Mch. 1, etc. From Spear-st. wharf, San Francisco, at 11 A M as 8, "COLUMBIA," Feb. 5, 13, 25, 8, 8, "COSTA RICA," Feb. 10, 20; Meh. 2, etc. JAMES H. DEWSON, Agent, Phone Main 268. 248 Wathington st.

Columbia River Scenery REGULATOR LINE STEAMERS.
Daily service between Fortland and The
Dallies, except Sunday, leaving Portland at
7 A. M., arriving about 5 P. M., carrying
freight and passengers. Splendid accommodations for outlits and livestock.
Dock foot of Alder st., Portland; foot of
Court st., The Dalles. Phone Main 914,
Portland.

For Corvallis, Albany, Independence, Salem—Steamer "POMONA" leaves 6:45 A. M. Tuesday, Thursday and Saturday,
For Salem and way landings—Steamer "OREGONA" leaves 6:45 A. M., Mondays, Wednesdays and Fridays,
OREGON CITY TRANSPORTATION CO.