JONES NEVER SAID HE WILL NOT RUN

Friends Expect Yakima Congressman to Enter Senatorial Fight.

TO MAKE STATEMENT SOON

Ankeny Is Inactive and With Piles Thus Released, Much Credence Is Placed in Reported Boom for Eastern Washington Man.

NORTH YAKIMA, Wash., June 28.—(Special.)—The announcement recently made in Puget Sound newspapers that Congressman Wesley L. Jones, of this city, would not be a candidate for the Senate, in the event of Senator Ankeny standing for re-election, is incorrect. Jones states today that he has made no promises one way or another. He has received invitations from all parts of the state to be a candidate at the forthcoming election, and will announce his decision in the matter within 10 days. It is generally believed here that Jones will run.

JONES LOGICAL CANDIDATE

With Ankeny and Sweeny Out of It His Chances Considered Good.

SEATTLE, Wash., June 28.—(Special.)—If United States Senator Levi Ankeny is to be an active candidate for re-election to the United States Senate he has not given much indication of it. Shortly after his return from Washington he declared that he was a constructive candidate; that he was to be considered in the fight for the present at least.

For a man who intends to appeal for a popular indorsement of his work in the National capital the senior Senator has been most exceedingly quiet and unobtrusive. He has not been in Seattle and he has not ventured about in Western Washington. There have been no delegations of politicians sitting on his doorstep of mornings and there has been no manager of Ankeny interests organizing in behalf of the Walla Walla banker. Everything Ankeny did during his past well-organized campaigns has been left undone this year. In fact, Ankeny was not active in the nomination of hold-over Senators last Fall, and it is seriously questioned whether he could count anything like a majority of the holdovers.

These circumstances are leading politicians to believe Ankeny may not seek a re-election next year. His closest friends believe that the senior Senator is really undecided and is allowing the future to take care of itself. That he must encounter a fight that could only be overcome by thorough organization is so well known that the assertion of the fact is superfluous.

Charley Sweeny, the Spokane millionaire mine-owner, who made Senator Piles' election in 1905 possible, has told intimate friends that if Ankeny drops out of the fight he wants to enter the race. Sweeny has a sentimental claim upon King County support. For that matter so has Ankeny, but no one has gone out to organize in the interest of either. Nor has any one taken up organization work to protect Senator Piles' interests in the next senatorial fight. So far as the men that are in office are concerned, the situation is chaotic.

Were Eastern Washington politics clearer, there is no question but that King County would like to support Congressman W. L. Jones for Senator. He is a logical successor to Ankeny, once the Ankeny and Sweeny complications are removed. Ever since he has been in Congress, Jones has played politics with the Senators and has been an "organization man." He might have been nominated for Governor in 1900 had he agreed to accept the nomination, but he refused to accept the nomination unless J. M. Frink, of Seattle, agreed to withdraw. The anti-Frink following was ready to go to Jones and could have forced his nomination. As Governor, Jones might have been sent to the Senate before, but he refused to take that route.

Congressional division and alarm over the possibility that Spokane will demand the Congressman is responsible for Jones' consideration of the Senatorship now. He believes he can be nominated, and his fight is a good one to pick as a winner, for he is exceedingly popular.

John L. Wilson has never made any secret of the fact that he believed Jones the most available man to defeat Ankeny, and he has tried to induce King County leaders to precipitate a Jones boom. They have held back simply because there is outstanding an implied pledge to Ankeny on Piles' part; not an iron-clad agreement, but a promise to support an East Side candidate that could be construed as a hope held out to the Walla Walla man. If Jones comes out strongly as a candidate, the inactivity of Ankeny and other possibilities will give talk for his nomination a great impetus.

THREE DROWN IN COLUMBIA

River Is Rapidly Adding to Its Long List of Victims.

ASTORIA, Or., June 28.—(Special.)—There were two drownings on the north side of the Columbia River yesterday, and one this morning. The first one occurred yesterday morning, at Altoona, when John Axelson, an employe in F. Klevenhusen & Co.'s cold storage plant, fell overboard from the wharf while trying to recover some box shooks from the river. The other employes heard his cries for assistance, but were unable to reach him in time. Axelson was a native of Nord Statland, Norway, 25 years of age, and had been in this country about four years. So far as known he had no relative living in America.

As the steamer Lurline was discharging lumber at Skamokawa about 10 o'clock last night, one of the deckhands, known as "Slim," fell off the gangplank, and was drowned. It is supposed the man struck a fender piling and was stunned,as he did not come to the surface after going under.

This morning Laurens Peterson, a deckhand on the steamer Hassalo, fell overboard and was drowned, as the steamer was loading freight at Altoona.

KEEP UP VIGOROUS FIGHT

Opponents of New County Argue Before the Supreme Court.

OLYMPIA, Wash., June 28.—(Special.)—Arguments were heard by the Supreme Court today in the three applications for a writ of mandate to prevent Superior Judge Rice proceeding with the hearing to create the new county of Gray's Harbor. After the arguments, the court allowed relators 20 days to file briefs, the respondents 20 days thereafter to file answers and the relators 10 days more to reply, so final decision is some weeks ahead. The three relators represent respectively the old County of Chehalis, a resident taxpayer and a non-resident taxpayer. They bring up many points against the proposed county division, chiefly that the act is indefinite and uncertain, and that the Legislature cannot delegate the power to ascertain if the proposed new county contains the required population. James M. Ashton and E. M. Hayden, of Tacoma, and W. H. Abel, of Montesano, made the arguments for relators and John C. Hogan, of Aberdeen, and Harold Preston, of Seattle, for respondents.

MISTOOK WOOLLEY FOR BEAR

McGee Gives New Version of Accident and Is Crazed With Grief.

DRAIN, Or., June 28.—(Special.)—News has just been received that instead of Elmer Woolley being killed in the Smith River country last Tuesday by the accidental discharge of his own gun, the shot was fired by his companion, William McGee, who mistook Woolley for a bear. McGee admits this and is almost crazed with grief over the terrible misfortune.

JURYMAN WAS OUT OF MONEY

Attorney Rossman Was Merely Carrying Information to Clients.

SEATTLE, Wash., June 28.—(Special.)—George P. Rossman, accused by C. P. Spooner and the legal firm of Byers & Byers of having placed before them a proposal to sell out the jury in the Oregon & Washington's condemnation proceedings against J. D. Davison, told Superior Court Judge Griffin today that he was merely carrying word that S. C. Lapp, a juryman and former client, wanted some money. Rossman told the court that Lapp came to his office in an intoxicated condition and explained he was now in a position to get some money. He wanted Rossman to do the collecting. Rossman, who was disbarred a few weeks ago, says he merely told the attorneys on both sides of the case the circumstances. With this explanation, Judge Griffin dropped the matter. Lapp declares he was too intoxicated to remember what he did when he saw Rossman.

CROSSED THE PLAINS TO OREGON IN 1852

The Late Mrs. Mary E. Stillwell, Tillamook.

TILLAMOOK, Or., June 28.—(Special.)—Another Oregon pioneer, Mrs. Mary E. Stillwell, wife of Captain W. D. Stillwell, died Tuesday at her home in this city. She came to Oregon in 1852. Her maiden name was Mary E. Armentrout, daughter of Joseph Armentrout, and she was born October 22, 1833, in Ohio, and from there moved to Keokuk, Iowa; thence to Hancock County, Ill. When a young woman, she crossed the plains with ox team, accompanying her sister and husband, Mr. and Mrs. David Deardroff, who settled in Clackamas County. She taught school for two years, and out of her earnings sent $100 to her aged and sick father by Adams & Co.'s express, the receipt for which, dated Portland, Or., October 31, 1853, she has always kept.

She was married to George Myers, who crossed the plains in 1852, at Milwaukie, Or., March 26, 1854. They settled on a donation claim in Yamhill County, east of North Yamhill, and resided there until 1888, when they moved to Newberg, where her husband died January 16, 1894, at the age of 65 years.

She was the mother of six children, viz.: Mrs. W. B. Rice (deceased), North Yamhill; L. M. Myers, Portland; A. L. Myers, Ilwaco, Wash.; Mrs. G. W. Grayson, Tillamook; J. L. Myers, and Mrs. A. B. Cornell, Grant's Pass.

She married Captain W. D. Stillwell, of Tillamook County, a pioneer and Indian War veteran, who survives her, November 16, 1901.

Before leaving Keokuk, Iowa, she witnessed the arrival of the troops, the burning of the Mormon Temple, and the departure of Brigham Young and his wives for Utah.

Mrs. Stillwell was a bright, intelligent woman, was a good, kind mother and wife, and her mind was active and clear to within a short time of her death. The cause of death was cancer, for which she had undergone several operations. Mrs. Stillwell was well known all over the Willamette Valley, where she resided for a number of years, and was personally acquainted with all the pioneers of Oregon. She was a member of the Methodist Episcopal Church since girlhood, bringing her letter with her across the plains. At her bedside, besides other relatives, was a sister, Mrs. C. E. Springer, of Cedar Edge, Colo., who had not met her for 53 years. Interment will be made at Newberg.

PLEAD FOR FELON PARENT

CHILDREN OF MURDERER ASK FOR HIS PARDON.

Governor Refuses to Interfere and Man Who Slew His Wife Pays Penalty on Gallows.

SALEM, Or., June 28.—(Special.)—Without uttering a word of regret or farewell, Holiver Megorden died on the gallows at the Oregon Penitentiary at 12:30 P. M. today. Shortly before the hour for the execution, Governor Chamberlain received a letter from three children of the condemned man, pleading for his life. The letter said that this request was what they believed their mother would wish them to make were she here. Her voice having been stilled by the bullet from her husband's revolver, Governor Chamberlain could not consider what her possible wishes might be. More likely his thoughts turned to a pathetic scene on the plains of Malheur County when these same children witnessed the cruel killing of their mother by their father, and when he had left them alone with the dead, placed her body on a wheelbarrow and heroically endeavored to wheel her to a neighbor's house for help.

This morning two sparrows flew into an open window of the prison and could not find their way out. Megorden worked for some time in an effort to catch the frightened birds and liberate them. Finally they went out the window, and tears flowed down the prisoner's cheeks.

He met his death like one who knew there was no escape and who wished the ordeal over as quickly as possible. He shook his head when asked if he had anything to say, and muttered a prayer as the straps, blackcap and rope were quickly adjusted.

New Shingle Mill Completed.

HOQUIAM, Wash., June 28.—(Special.)—The new shingle mill, built by A. F. Coates for Ben Johnson, of Aberdeen, and Jesse Lewis, of this city, was "turned over" today, everything being in readiness for work Monday. This new mill will have a capacity of 300,000 shingles per day, and cost $75,000. About 50 men will find employment.

WEST MAKES TRIP ON CATTLE TRAIN

Plays Detective and Learns How Stock Suffers on Railroad.

DATA FOR THE STATE BOARD

Commissioner Gathers Information at First Hand and Exposes Inadequate Accommodations of Southern Pacific.

SALEM, Or., June 28.—(Special.)—Determined to learn by personal observation the actual conditions in the shipment of livestock on the Southern Pacific, Railroad Commissioner Oswald West secured a job as cowpuncher for a Valley shipper and made a trip last Wednesday from Oakland, Or., to Portland. He was compelled to resort to this expedient because the Southern Pacific officials refused to let him ride on a freight train in the capacity of Railroad Commissioner.

Disguised as a laborer, he was readily given passage and he was able to keep an exact record of the time taken for the shipment. The trip took 20 hours and 20 minutes, with the train running less than seven hours of that time. For two hours and more at a time, the train stood on sidetracks, with the cattle suffering from the intense heat of the sun and their own closely crowded bodies. Briefly summed up, Mr. West's conclusions are that the road does not provide passing tracks of sufficient length; does not have telegraph offices as close together as they should be, and when freight engines have a full load, dead freight is not sidetracked in order to make room for livestock. Delays in switching and waiting on sidetracks accounted for the slow time made. Mr. West kept an account of the movement of the train and has made a report of the trip for the information of shippers and other persons interested in the humane treatment of livestock. He says in his report:

Railroad Lacks Sidetracks.

"In my opinion the present car shortage is not caused so much by the shortage of equipment as it is by the lack of yardage and sidetracks, and the manner of handling trains. The freight I rode on from Oakland, Or., to Portland was a through freight. It took 20 hours and 20 minutes to deliver a livestock shipment from Oakland, Or., to the Union Stock Yards in Portland. The actual running time was six hours and 55 minutes, while the balance of the time, 13 hours and 25 minutes, was spent on side tracks. Some of this delay was the result of switching, which had to be done, but two hours would have been ample time in which to do all switching, if the yards and sidings had been of sufficient capacity to permit free movement of the trains. The balance of the delay was simply time lost.

"Mr. Caton, who shipped the cattle I came through with, had ordered six cars and the cattle were ready for shipment Monday night, but the cars did not arrive until Tuesday. When the first freight came through about 3 P. M., it refused to take more than three cars. The train was hauling a lot of dead freight, such as threshing machines, some of which could have been set out and the balance of the cattle taken. The next train came through at 2:40 A. M. Wednesday morning and had to wait an hour and 20 minutes for the stock to be loaded. This could have been avoided if the train delivering the empties had set them at the stock yards, where they could have been loaded before the arrival of the train.

"The cars were in a filthy condition and one of them contained a part of a double-deck, which had to be sawed out before the cattle could be driven in. Another car was old and dilapidated and the door so badly used up that it took four of us to close it. It gave way just before reaching Junction and had to be repaired there in order to keep the cattle from falling through.

Two Hours in Boiling Sun.

"We reached Walker's Station without much delay, but were delayed there about 35 minutes on account of the passing track not being long enough to hold either train. The trains had to 'saw off' in order to pass. They say this is a common occurrence out South, and it causes a great loss of time.

"There was but 35 minutes' delay between Walker's and Junction, where we arrived at 8:15 A. M. We hung up two hours and 15 minutes at Junction, there not being a crew ready to take us out. The crew we were waiting for had been called on duty at Portland the night before at 6 o'clock and had arrived at Junction at 3 o'clock that morning, had gotten to bed about 4 o'clock and were called again at 10 o'clock. They left out with our train at 10:25 and knocked off at 11 o'clock that night. They had about six hours' rest out of 29 hours.

"This standing over two hours on the sidetrack at Junction was pretty hard on the cattle. It was getting very warm and the cattle were beginning to feel the effects of the heat. Some of them wanted to lie down and had to be prodded vigorously in order to keep them on their feet and prevent their being trampled on by the other cattle and smothered.

"We arrived at Albany at 11:20. I found a cow down and being badly trampled by the other cattle, but after a great deal of work she was gotten on her feet again. The "prod" use in getting cattle up is a pole about six or eight feet long, with a sharp nail in the end of it. We laid on the sidetrack at Albany for 2 hours and 25 minutes. There were a number of empties to set out and a string of loaded cars to pick up. It was found that some of them had not been billed out, and another was without air. These had to be cut out. The switching was delayed on account of the arrival of the south-bound passenger train and the congested condition of the yards.

Cattle Bellow for Water.

"It was frightfully hot, and no one knows how the cattle suffered during these two and one-half hours we spent there. I had access to plenty of ice-water and the shady side of the water tank, but the cattle, packed in like sardines, had to stand there and take it. When a train is in motion the cattle do not suffer so much from the heat, for there is a circulation of air, but when a crowded car is left standing under a hot sun for two hours and a half the suffering of the animals must be something awful. We stopped about 30 minutes at Jefferson to let the belated north-bound overland pass, and arrived at Salem at 3:25 P. M., where we were held an hour to await the arrival of a south-bound freight which had just left Gervais. Had there been a telegraph station at Brooks we could have passed there and lost no time. But since there was not, and the other train had "rights" over ours, we had to lie on the sidetrack a full hour, or until the other train had arrived and finished switching. In the meantime, the cattle, seeing the hobos who had crawled from out the empty boxcars, bathe their heated faces in the nearby creek, bawled for water and grew restless. One laid down, and was nearly trampled to death before I could get her up. They were growing tired, and did not seem to mind the sharp prod which brought blood at every jab.

"We arrived at Woodburn at 5 o'clock and took on seven loaded cars; this made 41 cars to the train. Here we met No. 12 and the Cottage Grove local. We stood on the sidetrack at Woodburn for two hours and 10 minutes in the broiling sun. We arrived at Oregon City at 8 o'clock and were held 45 minutes for the south-bound passenger. Another cow was down when we arrived and bellowed pitifully as the other cattle trampled her. Slats nailed between the sideboards on the car prevented the use of the prod. After removing some of these the brakeman and I tried to get her up, but she would not move; she appeared insensible to the prod and we thought her dead, but the conductor came back and succeeded in getting her on her feet again.

Public Has Much to Learn.

"We left Oregon City at 8:45 and after a delay of 30 minutes at Clackamas, arrived at East Portland at 9:50. It was now too dark to see if any of the cattle were down and there was nothing to do but sit back in the caboose and listen to them bellow and wonder how many would be down and trampled to death when they reached the stock yards. Owing to the congested condition of the yards, it was over an hour before the crew could get through and sidetrack their train.

"The cattle were now taken over to the terminal yards and left on the sidetrack. I left them there at 11 o'clock and learned later that they were delivered at the stock yards at 12:20 the following morning. I tell you, these things that the public may know something of the suffering undergone by livestock while in transit. This is only a mild case, and worse ones are happening daily. Cattle and sheep have been known to lie on the sidetracks in the terminal yards for six hours after arrival from a long pourney and before being delivered at the stock yards. Stockmen have been complaining for years, but no one seems to give a whoop. Cattle are nothing but dumb brutes, and are not entitled to sympathy. They forget their sufferings when they have been served up hot with onions and French fried potatoes."

DEAD OF THE NORTHWEST

Anthony O. Foster, Member of Pioneer Family of Clackamas County.

BORING, Or., June 28.—(Special.)—Anthony O. Foster, who died June 23, was a son of Frank Foster, an old resident of Clackamas County, and grandson of Philip Foster, one of Oregon's early pioneers, who established a trading post at Eagle Creek which was the first settlement reached by the emigrants after leaving the States. Philip Foster was a son-in-law of Hon. F. W. Pettygrove, one of the founders of Portland. Anthony O. Foster's mother was formerly Fanny Cooke, of the well-known Cooke family of Clackamas County. Anthony O. Foster was born in Clackamas County, near Damascus, in 1876. In 1899 he was married to Myrtle I. Roots, daughter of J. W. Roots. He leaves a wife and one daughter, Mildred; two sisters and five brothers.

HEARING IN ALBANY JULY 17

Railroad Commission to Hear Complaint on Depot Site.

SALEM, Or., June 28.—(Special.)—The Oregon Railroad Commission today set July 17 as the date for hearing the application of citizens of Albany for an order directing the Southern Pacific to move its passenger depot in that city across the tracks in order to make conditions less dangerous to the traveling public. The hearing will be held in the Albany City Hall at 10 A. M.

The Commission has also decided to go to Coos Bay about July 10 to hear the grievances against the Coos Bay & Eastern, which, it is alleged, discounted notes in its freight rates.

Bell Company Offers $500,000 Reward.

BOISE, Idaho, June 28.—(Special.)—The Rocky Mountain Bell Telephone Company offers a $500 reward for the arrest of some one understanding telephone wires who cut off a cable at Pocatello Wednesday containing 150 lines. The method pursued was novel. The offender climbed the pole and pounded the cable against it. The effect was to break the paper insulation which protects each wire and thus short-circuit all of them.

WANT SAME FAVOR

Gray's Harbor Towns Seek a Joint Rate on Wheat.

ADDED HAUL OF 150 MILES

A. J. Stone, Eastern Washington Farmer, Testifies That He Gets Higher Price for Wheat at Competitive Railway Points.

OLYMPIA, Wash., June 28.—(Special.)—The first witness examined today at the joint rate hearing of the State Railroad Commission was W. H. Powell, of Aberdeen, who was called to support the contention of the complaint that Gray's Harbor towns should be granted joint rates on wheat and produce the same as Seattle, Tacoma and Bellingham. Mr. Powell testified that the population of the Harbor country is about 30,000 and that they have terminal rates on some classes of freight and should have on all, by reason of being a seaport and a prosperous community. On cross-examination he admitted the haul from Eastern Washington would be through Tacoma and 150 miles more distant.

A. J. Stone, who farms 2000 acres and lives between Rosalia, Sunset and Thornton, testified he hauls his grain to Rosalia and that the price at that competitive point for wheat is from 1 to 3 cents better than the nearer but non-competitive O. R. & N. points, Thornton and Sunset. He said he raises about 50,000 bushels annually and also buys some wheat. Last year he handled about 110,000 bushels in all.

On cross-examination by Attorney Grosscup, of the Northern Pacific, the witness charged that the O. R. & N. refused warehouse sites to independent buyers, thus restricting competition. Attorney Snow, for the O. R. & N., then offered on behalf of that road sites for warehouses to Mr. Stone at Sunset or any other O. R. & N. point. This Mr. Stone declined with thanks, saying he is building a warehouse on the Spokane & Inland to handle his grain.

Grosscup tried to show by the witness that Stone is making greater dividends on capital invested than any of the railways make. Objections to this were sustained by Commissioner Lawrence, but it is said Mr. Stone has been subpenaed as a witness for the roads and will go on the stand to testify as to his profits.

The afternoon witnesses were J. T. Bibb, a Tacoma wheat-buyer and miller, and J. E. Nessley, a newspaper correspondent, of Pullman.

Mr. Bibb covered practically the same ground as other witnesses for the state, as to the millers' desire to mix varieties of wheat, bluestem from the northern fields and club from the Palouse, and that, lacking joint rates, Puget Sound mills could not get club. He argued that a railroad in the state should serve all the people of the state, not alone those along its own line.

Mr. Nessley testified he had been correspondent of the Spokesman-Review many years in the Palouse country and had gathered news as to wheat prices and sales. He said prices were better on the Northern Pacific and at competitive points than at O. R. & N. non-competitive points.

COOS BAY BLOCKS ROAD

REFUSES COMPANY RIGHT TO ENTER CITY.

Requests for Bridging and Franchise Privileges Obstructed by Portion of the Business Men.

DRAIN, Or., June 28.—(Special.)—In the Coos Bay towns of Marshfield and North Bend, there is opposition to the plans of the Oregon Western Railway Company providing for a bridge over the bay. Marshfield has also refused to give the railroad an entrance onto the waterfront.

Speaking of the opposition, to the railroad in that city, J. W. Nier, right-of-way agent for the Oregon Western Railroad, says:

"The fountain head of the opposition to the bridging of Coos Bay by the Oregon Western Railway Company is the Marshfield Chamber of Commerce, a body made up from my observation of certain real estate men engaged in promoting outside townsite schemes, and an attorney in their employ. Among the members at meetings of the Chamber of Commerce which I attended there was not one person who had anything at stake in the railroad project whatever.

"The personnel of the attending members of the Marshfield Chamber of Commerce at meetings I attended was not to my mind representative of local business interests. The majority of the people outside that body seem favorable to the bridge.

"North Bend people are, with a very few exceptions, favorable to a bridge, if built under Government regulations, which as a matter of fact is the only way one can be built. If the sentiments of Marshfield "knockers" prevail the railroad will have to take some other route. That route has been surveyed and located, and on a location where the "knockers" cannot cause any further annoyance.

"The Coos Bay people have been wanting a railroad for 30 years. Now that there is one within their reach, they seem willing that their first and only chance shall be thrown to the winds. I cannot and will not discuss alternate plans, anything in that line you must get from a higher authority."

THOUSAND REDSKINS DANCE

Idaho Indians Gather for Annual Fete on Portneuf River.

POCATELLO, Idaho, June 28.—(Special.)—Over 1000 Bannock, Shoshone, Snake and Lemni Indians on the Fort Hall Reservation are gathered on the Portneuf River, 12 miles from here, engaged in their annual war dances. The dances are what are known as Half Sun dances, and last 36 hours, during all of which time the dancers deny themselves food and drink, dancing until exhausted. At another place a big medicine dance is being held. The event will wind up with a two days' feast. Six barbecue steers have been provided.

ASKS WIFE TO BE PICKED OUT

Man Who Will Attend C. E. Convention Wants to Marry.

SEATTLE, Wash., June 28.—(Special.)—John Henry Herring, of Passaic, N. J., has informed the local committee that he is coming to Seattle for the convention, and requests that its members have in waiting for him one of Seattle's "most beautiful girls who is willing to assume the obligations of matrimony." Herring does not imagine that the woman of Seattle will reject his advances, but assumes he will be the bone of contention among thousands of pretty girls. He intimates that they will all "flutter around him." Herring, among other questions, asks if Seattle is blessed with a daily newspaper.

TO GET DATA ON CAR SUPPLY

Commission Is Asking for Co-operation of the Shippers.

SALEM, Or., June 28.—(Special.)—The Oregon Railroad Commission today issued a circular letter asking co-operation on the part of shippers in an effort to secure reliable statistics on the subject of car supply and service, the object being to discover the cause for the car shortage. The letter is addressed to newspaper editors and is as follows:

Shippers are advised to make their applications for cars in writing and to specify in their orders the items lettered "a" to "f" inclusive in paragraph 1 of the regulations. The records are to be public and any shipper will be entitled to inspect the record at his station or the dispatcher's office at any time during business hours. If the record is not kept at any station, or if access is denied to bona fide shippers, this commission will undertake to see the practice is corrected if the facts are reported to it at Salem.

At such station on every railroad in this state where an agent is maintained, and where freight is received and delivered, there shall be kept and preserved a register or record of all applications for cars by shippers, and said register or record shall give substantially the following information, towit:

(a) Name and address of the applicant for cars; (b) number of cars applied for; (c) when cars will be required; (d) kind and size; (e) kind of freight to be shipped; (f) destination of freight; (g) date cars are furnished and set for loading; (h) number furnished; (i) kind and size; (j) initials and numbers of cars furnished.

All applications for cars made at any such station shall be immediately and correctly recorded in such register or record in chronological order of application. Such record shall be kept in a suitably bound book, and be subject to the inspection of any bona fide shipper during business hours.

CRUSHED TO DEATH BY TRAIN

Young Man in Disgrace Was Making His Escape From Jail.

OREGON CITY, Or., June 28.—(Special.)—John O'Donnell was run over and instantly killed last night by an overland train of the Southern Pacific Company on the Fourth-street crossing, and his body was found in a horribly mutilated condition at an early hour this morning by the crew of a passing freight train.

O'Donnell's parents reside in this city. The young man, who was about 23 years of age, had been wayward, and not long ago was sentenced to serve a term in the city jail for disorderly conduct. He escaped while working on the streets and left town, and his presence in the city yesterday was not known by his parents. It is supposed that the unfortunate young man was trying to steal a ride out of town on the southbound overland, when he fell underneath the wheels.

VIOLATED EIGHT-HOUR LAW

Chehalis County Contractors Pay a Fine for Working Men Overtime

HOQUIAM, Wash., June 28.—(Special.)—Because Contractors Snyder & Lynton worked their crew 10 hours on a state contract for the building of a state road in this county, they were compelled to pay a fine of $25 and costs each today when given a hearing before Justice Ogden.

The case was brought about by State Labor Commissioner Hubbard. It is said other contractors will be arrested. This is the first conviction of its kind obtained in Chehalis County. Contractor Snyder pleaded guilty, averring ignorance of the law.

FIFTEEN YEARS OF ECZEMA

Affected Hands, Arms and Legs—Endured Terrible Itching and was Unable to Sleep—Would Tear the Bandages to Scratch the Skin—In less than One Week

CURED BY THE CUTICURA REMEDIES

"I had eczema nearly fifteen years. The affected parts were my hands, arms and legs. They were the worst in the winter time and were always itchy, and I could not keep from scratching them. I had to keep both hands bandaged all the time, and at night I would have to scratch through the bandages as the itching was so severe, and at times I would have to tear everything off my hands to scratch the skin. I could not rest or sleep. I had several physicians treat me but they could not give me a permanent cure, nor even could they stop the itching. After using the Cuticura Soap, one box Cuticura Ointment and two bottles Cuticura Resolvent for about six days the itching had ceased, and now the sores have disappeared, and I never felt better in my life than I do now. Edward Worell, Band 30th, U. S. Infantry, Fort Crook, Nebraska."

The most torturing and disfiguring humors, eczemas, rashes, itchings, irritations, and inflammations of the skin, scalp, and blood, with loss of hair of infants, children, and adults, are instantly relieved and speedily cured by the Cuticura Remedies, when all else fails.

Complete External and Internal Treatment for Every Humor of Infants, Children, and Adults consists of Cuticura Soap (25c.) to Cleanse the Skin, Cuticura Ointment (50c.) to Heal the Skin, and Cuticura Pills (Chocolate Coated 25c., per vial of 60) to Purify the Blood.

Sold throughout the world. Potter Drug & Chem. Corp., Sole Props., Boston, Mass. Depots: London, Newbery, 27 Charterhouse Sq.; Paris, Roberts, 5 Rue de la Paix.

Mailed Free, "How to Cure Skin Tortures."

MEN ONLY

33 years' experience; cures quickly and permanently all nervous, blood and skin diseases, catarrh, blood poison, sexual weakness, drains, vital losses, varicocele, stricture; cures guaranteed or no charge. Examination free.

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181 First St., Portland, Or.

How to Fool a Lazy Liver with Artificial Exercise

EVERY serious Sickness has a small beginning.

And, in nine cases out of ten, that beginning is made in the Bowels.

Constipation is the beginning of most diseases. It paves the way for all others.

Lack of exercise, hasty eating, improper food, are its first causes.

Laziness, and postponement, permit it to grow into Chronic Constipation, which means life-long Discomfort.

It isn't necessary to be sick-a-bed, you know, in order to be mighty uncomfortable.

Even a slight indigestion affects the nerves, dulls the mind, and obscures the merry sunshine of Life.

* * *

The time to adjust the Bowels is the very minute you suspect they need adjustment.

—If your tongue is slightly coated,
—If your breath is under suspicion,
—If your head feels a trifle heavy or dull,
—If digestion seems even a little slow,
—If Heartburn, Belching, Colic or Restlessness begin to show themselves,
—That's the time to eat a Cascaret.

It acts as pleasantly as it tastes. It is as congenial to your Bowels as it is to your Palate.

It stimulates the muscular lining of the Bowels and Intestines, so that they mechanically extract nourishment from the food and drive out the waste.

* * *

The only way to have Cascarets ready to use precisely when you need them is to carry them constantly in your pocket, as you do a Watch or a Lead pencil.

The ten cent box of Cascarets is made thin, flat, round-edged, and small, for this precise purpose.

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