ELICIT ALL FACTS

Corporations Must Answer Fully, Says Auditor.

DRAFTS FORM OF REPORT

If It Is Adopted, City Officials Will Secure Information of Real Value From Companies Holding Franchises.

"Inside" information with respect to the status of every public service corporation holding a franchise from the City of Portland will be made known to the people, if City Attorney Kavanaugh holds that the form of report compiled by City Auditor A. L. Barbur is legal. It is now in the hands of the city's legal adviser, and he is expected to announce his opinion soon. It will revolutionize the manner in which information has been given the Auditor heretofore, if it is approved.

"I propose to secure for the city all proper information from all holders of franchises," said Auditor Barbur yesterday. "To this end, I have prepared a report blank, which is now up to the City Attorney for approval. If he holds it to be all right, I will secure the desired information, if it lies within my power. What I want to see is a quarterly report from corporations holding franchises that will show the gross and net earnings, who the directors and stock-holders are, how many shares of stock there are, and how held; all about the officers, who they are and how they stand; how much, if any, stock they own and all the details of the conduct of the business.

"I have prepared a blank that calls for such information as I have mentioned, and as soon as it is approved by the City Attorney, I will take up the matter in a systematic manner, so as to secure for the public information all the facts about the franchise-holders in Portland. The charter provision which calls for a quarterly report from franchise-holders has never been complied with, and when I came into this office, I had in mind the enforcement of this provision above many other things, and at once set about to secure facts from all over the country about the best report blank for securing just such facts from corporations as will post the public on the standing and manner in which all corporations coming under the law are conducted.

"I am not seeking to do anything spectacular, but am simply preparing to enforce this particular charter provision in an intelligent way. If the law is a good one—and I feel that it is—then we should have reports that tell something, instead of a lot of figures compiled to suit the officials of the corporations reporting to us. In other words, I want to see a uniformity of reports, so that each concern operating under a franchise must give the same facts concerning its business."

Mayor Lane, in his annual message, now on file, calls the attention of the City Council to the neglect or refusal of a large number of franchise-holders to report, as required by the charter, and declares that he proposes to ask for the revocation of these franchises unless this law is observed. In this, he is to have the hearty co-operation of Auditor Barbur, who believes, however, that with the new report blanks, the corporations will make the proper reports.

The North Pacific Terminal Company has filed a brief report of its financial standing up to September 30, 1907, but the information most sought by the public is not given, it being merely a tabulated statement as to liabilities and assets.

At the City Council meeting this afternoon, Mayor Lane's annual message will be read, and some action may be taken relative to franchises, although this is improbable, as City Attorney Kavanaugh has not reported to City Auditor Barbur as to the legality of the blank now under consideration.

ELMER JOHNSON CAUGHT

Alleged Highwayman Found in Hiding Near Gaston.

Detective Sergeant Jones, assisted by Detective Tichenor, yesterday ran down and arrested Elmer Johnson, alias Wills, wanted in this city on the charge of highway robbery. The arrest was made on the farm of James Lee, six miles west of Gaston, Or., where Johnson was working as a farm hand. Johnson says that he is a distant relative of Lee. The detectives arrived in this city last night and placed their prisoner in the City Jail to await his arraignment.

The arrest of Johnson was effected by the detectives who posed as land buyers. They drove out to the farm in a buggy from Gaston. After the rural mail carrier had passed they engaged one of the men on the place who had come down to the gateway for the mail in conversation. They said they wanted to buy the farm and approached the house without arousing suspicion. They had been warned that Johnson was armed. When at the house one of them dodged to the rear door and one of them to the front door and Johnson, who was inside, finding no avenue of escape, surrendered without offering resistance. In the room where he was there were found three rifles and several shotguns. Johnson said that these were owned by the people on the farm.

The crime with which Johnson is charged was committed about a year ago. E. L. Maxwell, Deputy City Engineer, was held up by two men at the muzzle of a pistol on East Water street, near the Southern Pacific tracks and robbed of $125. One of these men, George Frazier, was captured, convicted and given an indeterminate sentence by the Circuit Court. Frazier made a confession implicating Johnson, who disappeared. A few days ago his whereabouts was definitely learned.

Johnson first asserted that he had been in British waters for the past year fishing, but later acknowledged that he was here at the time of the robbery and that he had received some of the money taken from Maxwell, but denied having participated in the 'hold-up.' Johnson says he is but 18 years of age, though he is over six feet tall and strongly built.

TAX ONLY HIRED VEHICLES

More Moderate License Ordinance Favored by Committee.

Strong representations from many of the leading mercantile firms of the city at the special session of the Council license committee yesterday afternoon, resulted in a vote to make a new draft of the proposed vehicle tax measure and to tax all rigs that are operated for hire. The matter will not come up for consideration at the Council meeting this afternoon, but will again be discussed at the next regular meeting of the general license committee.

With the exception of Councilman Concannon, who is a grocer, not a merchant present favored the proposed ordinance that calls for a tax upon every vehicle in Portland. It was opposed on the ground that it would add an extra burden to their already heavy taxation.

Dan Kellaher, himself a grocer, and also chairman of the general license committee, fought the proposed tax on all vehicles from the moment it appeared in the committee. The defeat of the measure is regarded as a distinct victory for him. His principal opponent was Councilman Driscoll, a drayman, whose license will be cut 50 per cent if the ordinance now proposed becomes a law. While Mr. Driscoll and other draymen will benefit, they will not secure the reduction sought, which was one of 75 per cent.

A long session of the committee was held yesterday afternoon, at which all sides of the controversy were heard, and at which there was a large representation of local firms. They showed to the satisfaction of the committee that to tax every vehicle, whether used for hire or free delivery, would work an injustice.

GETTING READY TO BUILD

MEIKLE IS PERFECTING LOCAL TRUSTEE COMPANY.

Indication That Work Will Soon Be Under Way on Pittock and Pennoyer Blocks.

When the Pennoyer and Pittock blocks were taken over by a syndicate known as the Trust Company, the information was given out by persons not conversant with the facts that what they called a "syndicate" was composed of Seattle capitalists who intended to proceed at once to improve the property. As the two blocks have remained unimproved for several months, all manner of rumors have obtained circulation, one being that the deal for the property had fallen through and would be turned back to the original owners.

James B. Meikle is vice-president of the Trustee Securities Company, with offices at 1 Wall street, New York. This company represents trustee companies in Seattle, Los Angeles, Spokane and Portland. The local company was incorporated about a year ago but has not been organized for proceeding with the business intended in its incorporation, and Mr. Meikle is in Portland for the purpose of putting affairs of the new company into working shape. He intends to remain in this city and will be the head of the local company.

The plans under which these local trustee companies operate provide for what is known as owning reality in "units." Briefly stated, the "unit" means what in other companies is called a share, except that in this plan owners of "units" have direct ownership in the holdings of the company and the bond certifying to that ownership is transferable at will, or becomes an asset of the estate of the owner in the event of his death, which may be passed on to the heirs without sale of the real estate involved. The real estate and improvements thereon are held in the hands of a trust company for the benefit of owners of "units."

The trustee companies of Seattle, Spokane and Los Angeles have been in operation for several years and in the Sound city own six valuable pieces of improved realty, one of which was bought with improvements and buildings erected on the others. It is the purpose of the Portland company to improve the two blocks already secured here, which are at present awaiting the organization of the local company before building operations are undertaken.

A. L. Hawley, president of the Trustee Securities Company of New York, is in Los Angeles and is expected to be in Portland in a few days, when he will confer with Mr. Meikle concerning the improvement of the two blocks here, which the latter says is a matter of almost certain consummation directly the local company is in position to go through with the undertaking on its own responsibility.

Mr. Meikle said last night he preferred not to discuss, at this time, the nature of the improvements, but that they would be on the same scale as those completed and under way in the other cities where the plan had been adopted, he had no doubt.

ALL NOW FEEL CONFIDENT

Rapid Progress Toward Reopening of Oregon Trust.

"We expect to have a bank in here doing business before February 1," was the statement of President Moore, of the closed Oregon Trust & Savings Bank, yesterday. "Everything essential to the success of the reorganization of the bank and its merging with the German-American Bank is going ahead satisfactorily, and there seems to be nothing in the way of the movement."

"We are making as good progress as could be expected," said Receiver Devlin, "and are now preparing a complete and itemized statement showing every transaction in which the people who take stock in the new bank will be interested. We have a large force of clerks at work on this statement, but it is a big task, and Expert Phaler, who is at the head of the accounting work, tells me it will require from 10 days to two weeks to complete the report. Not only will these figures be given to the court in asking for time to meet all liabilities, but they will be given to the public as well.

"This statement will be very complete indeed, and will satisfy any one who is at all interested in the bank. As soon as it is ready, it will be submitted to the court and will be made public. I expect it to show a satisfactory condition all around. Everything will be shown up to January 15. Every depositor of the bank will be listed separately, so that a glance at the statement will show the extent of his claim and how much of the balance is taken care of by subscriptions to telephone bonds, bank stock or time certificates.

"Much of this work has been accomplished already by my force of clerks, but the finishing touches are now being performed. All possible speed is being made by Mr. Phaler and his assistants. We are not trying to enlist additional directors until we can submit this statement to them and show just how the bank stands before asking them to take stock."

Lower Rate on Oats.

To provide for the movement of oats from Eastern Oregon to the Eastern markets, the O. R. & N. has agreed to publish a rate of 50 cents per 100 pounds, in carload lots, to Colorado points and the Missouri River. A rate of 57½ cents in carloads is provided for shipments to Chicago and St. Louis from the same territory. These rates are over the O. R. & N. in connection with the Union Pacific. A 50-cent rate is also provided for shipment to St. Paul in connection with the Northern lines. The new rates are a reduction of 10 cents per 100 pounds and will result in the general marketing of Oregon oats in the East, where there is a big demand and small local supply. The crop in this state was large and of excellent quality.

To Cure a Cold in One Day

Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.

SHIP STRIKES ROCK

Port Patrick in More Trouble at Grays Harbor.

REACHES ROYAL ROADS

Crippled Condition of the Vessel and Heavy Weather Puts Her in Bad Shape on the Washington Coast—Cargo Also Damaged.

VICTORIA, B. C., Jan. 7.—(Special.)—The British ship Port Patrick, Captain Sainty, which collided with the Columbia River lightship last Friday, has arrived in Royal Roads in a badly crippled condition, leaking, her bottom and rudder badly damaged. When off Grays Harbor the vessel stranded, severely injuring her bottom and rudder. She lay helpless in a heavy seaway and the carpenter was washed overboard and drowned.

Captain Sainty says that he stood by, flying signals that the lightship needed assistance. During the entire day he was off the Columbia, flying signals for a tug and pilot. A heavy gale sprung up during the night, and Saturday morning he was off Grays Harbor. The storm drove him into the breakers. The ship was washed fore and aft and the carpenter carried overboard and drowned. Soon after she struck a rock and every man on board was knocked from his feet. The vessel failed to hang on the rock and she fell off.

Captain Sainty gradually worked her off shore, and Sunday morning was 14 miles outside the Grays Harbor buoy. The master reports another ship as being too close inshore near the same place where he struck. He fears for her safety.

Distress signals and rockets were freely used by the Port Patrick, but no answer received. After working off shore at Grays Harbor, Captain Sainty tried to run again for the Columbia, but could make no headway against the seas. He decided to make for Royal Roads, but was compelled to heave to. Monday morning he was picked up by a tug and headed for the straits. The Port Patrick is in bad shape and much of her cargo is damaged. She will have to discharge and go on dock.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Breakwater	Coos Bay	In port
Geo. W. Elder	San Pedro	In port
Alliance	Coos Bay	Jan. 9
Arabia	Hongkong	Jan. 10
Senator	San Francisco	Jan. 10
JohanPoulsen	San Francisco	Jan. 12
Northland	San Francisco	Jan. 12
Rose City	San Francisco	Jan. 13
Roanoke	Los Angeles	Jan. 14
Costa Rica	San Francisco	Jan. 15
Alesia	Hongkong	Feb. 1
Nicomedia	Hongkong	Feb. 4
Numantia	Hongkong	Mar. 2

Scheduled to Depart.

Name	For.	Date.
Arabia	Hongkong	Ind'ft
Breakwater	Coos Bay	Jan. 9
Geo. W. Elder	San Pedro	Jan. 9
Alliance	Coos Bay	Jan. 11
Senator	San Francisco	Jan. 12
JohanPoulsen	San Francisco	Jan. 13
Northland	San Francisco	Jan. 15
Rose City	San Francisco	Jan. 15
Roanoke	Los Angeles	Jan. 16
Costa Rica	San Francisco	Jan. 18
Alesia	Hongkong	Feb. 12
Nicomedia	Hongkong	Feb. 29
Numantia	Hongkong	Mar. 12

REPORT OF CUSTOMS BUSINESS

Receipts Little Less Than Average for One Month.

Customs business for the month of December was a trifle below the average. Receipts from all sources amounted to $81,558.65. Expenses for the month totaled $5144.84. One reason for the short receipts was the absence of any of the Portland and Asiatic steamships in port during the month and the heavy receipts of holiday goods during October and November. The expense account was on an average. A detailed statement follows:

Number of vessels entered from foreign ports	6
Number of vessels cleared for foreign ports	20
Number of vessels entered from domestic ports	55
Number of vessels cleared for domestic ports	36
Number of entries of merchandise for duty	177
Number of entries of merchandise free of duty	21
Number of entries for warehouse	10
Number of entries for export to adjacent British provinces	11
Number of entries for rewarehouse	1
Number of entries for immediate transportation without appraisement	41
Number of entries for consumption liquidated	196
Number of entries for warehouse liquidated	7
Number of certificates of registry granted	1
Number of certificates of enrollment granted	2
Number of licenses for coasting trade granted	9
Total number of documents to vessels issued	12
Receipts from All Sources—	
Duties on imports	$81,019.90
Fines, penalties and forfeitures	43.15
Miscellaneous custom receipts	292.60
Storage, labor and cartage	111.00
Official fees	161.60
Total	$81,558.65
Amount of refunds and drawbacks paid	2,215.87
Expenses of Collection—	
Fees retained by Collector or Surveyor	$ 116.67
Salaries of collectors, deputies, clerks, inspectors, weighers, storekeepers, etc.	4,858.39
Rents	119.78
Total expenses for the month	$ 5,144.84

BREAKWATER REACHES PORT

Passengers Have Exciting Time Crossing Coos Bay Bar.

The steamship Breakwater, from Coos Bay, arrived up yesterday at noon. When crossing the bar at Coos, outbound, last Saturday, the Breakwater was boarded by a heavy sea which caved in the woodwork on the port bow, flooded the forecastle and carried away two bulkheads. Three men were badly injured and the mess boy, A. Mollavia, died from the effects of his injuries in the Mercy Hospital in North Bend.

K. Flem, seaman, is the worst injured of the sailors. His collar-bone is broken, a portion of his jaw carried away, and he is suffering from internal injuries, from the effects of which it is feared that he will die. A. Simpson and J. Abbersette, seamen, suffered severe contusions of the head and face and were bruised from head to foot.

The damage to the vessel was repaired in Coos Bay. A large force of carpenters were put to work and labored all night. The woodwork, with the exception of painting, was finished by noon Sunday. The Breakwater brought 40 passengers and about 400 tons of coal. She had a small amount of general freight.

Passengers of the Breakwater speak in high praise of the actions of the crew under trying circumstances. They also praise the stewardess, Mrs. Fisher, who did good work in resuscitating a woman who fell overboard from the steamer while at the Marshfield dock. The woman was rescued by sailors.

STORMS RAISE MUCH HAVOC

Liner Loses Steering Gear and Fuel. Captain Is Injured.

SEATTLE, Jan. 7.—A letter received from Captain J. L. Hall, of the Weir Line steamship Gymeric, from Vancouver, B. C., for Hongkong, November 5, tells of that vessel's adventures in two hurricanes, November 18 and November 22, which left her almost helpless and without fuel.

The first blow struck the steamship in about 175 degrees west longitude and the steering gear at once broke, leaving the vessel at the mercy of the waves, which the master states rolled from three directions. A large part of the bulwarks were carried away, a lifeboat smashed, part of the deck cargo went adrift, and the captain, first and second mate and two sailors were injured.

The second storm again broke the steering gear and a deck cargo of three tons of timbers broke loose, carrying destruction as they swept about the decks. The second hurricane carried away a deckload of 120 tons of coal and the captain was obliged to saw up two of the big timbers, which nearly extinguished his fires, they were so water-soaked. The Gymeric limped into Muroran December 5, and secured coal to proceed to Hongkong. It is feared the hold cargo is badly damaged beside the damage to the ship.

Complaint Against Henry Villard.

Complaint has been made to Harbormaster Speier by Captain Robinson, of the ferryboat Lionel R. Webster, to the effect that the American ship Henry Villard, at anchor in the lower harbor, did not display lights or sound a fog bell early yesterday morning when the fog was heavy over the river. Captain Speier has referred the matter to Captain E. S. Edwards, United States Inspector of Hulls. The Henry Villard is in command of Captain Anderson and arrived in Portland December 6 from Newcastle, N. S. W., with coal.

Makes Honolulu in Distress.

HONOLULU, Jan. 7.—The German steamer Tolosan, bound from Tacoma to Vladivostok, arrived here today in distress. She encountered severe storms continuing for five days between Christmas and New Years. Her steam and hand-steering gear was placed out of commission and her cargo so badly shifted that it was necessary to trim the ship by moving her coal. The engine room was flooded to a depth of seven feet and the lifeboats were destroyed. One seaman was swept overboard and lost.

Ship Nereus Chartered for Grain.

The Portland Flouring Mills Company has chartered the German ship Nereus to load wheat at Portland for the United Kingdom. The rate has not been made public. The Nerius is a vessel of 1715 tons register and is now in the harbor at Valparaiso. She will sail north immediately and will reach Portland in March. The charter of the Nereus is the first fixture for Portland loading to be announced for several weeks.

Argyll Arrives With Gasoline.

The Union Oil Company's tank steamship Argyll arrived at Portsmouth yesterday with a part cargo of coal oil and gasoline for the new refined oil station of the Union Oil Company at Portland. The tanks have recently been completed and the cargo of the Argyll is the first to be received. A new schedule has been arranged for the Argyll and hereafter she will make three trips a month to Portland with crude and refined oil.

Concert at Seamen's Institute.

The regular weekly concert at the Seamen's Institute, Front and Flanders streets, will be given this evening at 8 o'clock, under the direction of Miss Eva Wells. All are welcome.

Notice to Mariners.

Columbia River, page 64—Mount Coffin Channel buoy, 2, and Cottonwood Island Shoal buoy, 1, each a first-class spar, reported adrift January 6, will be replaced as soon as practicable.

Willamette River, page 68—Nigger Tom Island buoy, 1, a first-class spar, reported adrift January 6, will be replaced as soon as practicable.

Marine Notes.

The French bark Ville de Mulhouse has berthed at the coal bunkers.

The steamship St. Helens sailed for San Francisco with a cargo of lumber.

The French bark Thiers has shifted from the Mersey to the Oceanic dock.

The American bark Acme has been shifted from Martin's dock to the Eastern & Western Mills.

The British bark Walden Abbey has gone into berth at the Mersey dock. She will discharge cargo at that place.

Arrivals and Departures.

PORTLAND, Jan. 7.—Arrived—Steamship Argyll from Port Harford; steamship Tallac from San Francisco; steamship Geo. W. Elder from San Pedro and way ports. Sailed—Steamship St. Helens for San Francisco; French bark Crillon for the United Kingdom for orders.

Astoria, January 7.—Condition of bar at 5 P. M.—Moderate southeast wind, 36 miles; weather cloudy. Arrived down at 11 A. M. and sailed at 4 P. M.—Steamer Costa Rico for San Francisco. Arrived down at 12 noon—Steamer Strathord. Left up at 2:30 P. M.—French bark Guethary.

San Francisco, Jan. 7.—Sailed at 1 P. M.—Steamer Senator for Portland.

Talcahuano, Jan. 7.—In port December 17—British ship River Falloch for Portland.

Santa Rosalia, Jan. 7.—In port December 24—British ship Clan Buchanan for Portland.

Perim, Jan. 8.—Passed—Titan, Tacoma and Seattle via Yokohama, etc., for Liverpool.

Yokohama, Jan. 7.—Arrived—Empress of Japan, Vancouver and Victoria, B. C.

San Francisco, Jan. 7.—Arrived—British ship Tweeddale, from Newport News. Sailed—Steamer Manchuria, from Hongkong, etc.; German steamer Neko, for Hamburg; ship Wm. H. Macey, for Sidney.

Seattle, Jan. 7.—Sailed—Japanese steamer Tango Maru, for Yokohama.

Astoria, Jan. 7.—Sailed—Steamer Shawmut, for Yokohama.

Victoria, Jan. 7.—Arrived—British ship Port Patrick, from Astoria for United Kingdom, in distress; steamer Tremant, for Manila.

San Francisco, Jan. 7.—Arrived—Steamer Watson, from Seattle. Sailed—Steamer Senator, for Portland; steamer Raymond, for Grays Harbor; steamer Redondo, for Coos Bay, towing schooner Omega.

Muroran, Jan. 8.—Arrived—Tiberius, from Portland, Or.

Teneriffe, Dec. 27.—Sailed—Abyssinia, from London for Seattle.

Raymond, Wash., Jan. 7.—(Special.)—Steamer Tiverton sailed today, lumber laden, for San Francisco. Steamer Chehalis arrived today from San Francisco to load lumber.

Tides at Astoria Wednesday.

High.	Low.
4:38 A. M....8.4 feet	10:50 A. M....2.3 feet
4:22 P. M....7.7 feet	11:00 P. M....0.3 feet

Oregon Pensions.

OREGONIAN NEWS BUREAU, Washington, Jan. 7.—Representative W. R. Ellis received notice today from the Bureau of Pensions that the following persons would be beneficiaries under the act of February 6, 1907: John Groch, Pendleton; Samuel Russell, Portland and Robert L. Oliver, Dayville.

PHOTO CALENDARS HALF PRICE.
10c up. Kiser. 248 Alder st.

BOLD THUG'S VICTIM

Woman Beaten and Robbed in Broad Daylight.

ON EAST SIDE BRIDGE

Mrs. H. B. Stafford Attacked in Afternoon by Ruffian Made Bold by Helplessness of Local Police Department.

Held up, knocked down in the mud, beaten, and robbed by a thug in broad daylight, on the new steel bridge over Sullivan's Gulch at Grand avenue, and in plain sight of men who were working on the structure, was the unfortunate experience of Mrs. H. B. Stafford, a young woman, yesterday afternoon at 2:30 o'clock.

Emboldened, apparently, by their immunity from punishment by the police, inasmuch as no highwayman has been apprehended for a long time, this latest exploit stands as the most alarming violation of public safety and brazen display of contempt of capture by the police recorded for many months.

Mrs. Stafford, who resides at 180 Union avenue north, had been doing some shopping on Grand avenue and was returning to her home. Her arms were full of small bundles, and her purse dangled by leather strips from her left arm. On the north end of the bridge she passed several workmen, and when she had almost reached the south end a man who had been loitering on the opposite side crossed over and waited until she had passed. He then followed and grabbed her purse.

Although no one came to her assistance in answer to her cries for help, Mrs. Stafford proved herself to be a brave woman, and fought the thug with all her woman's strength. The man felled her with a brutal blow in the face and struck her again to force her release of the purse. This accomplished, he jumped into the gulch and ran away down the railroad track.

Running to the nearest telephone, Mrs. Stafford notified the police. Officers were sent to the scene, but no trace of the man was discovered.

A short time after the robbery Mrs. Stafford was seen at her residence where, with one side of her face swollen and discolored, her lip cut and bleeding, a sprained ankle, and her clothing bespattered with mud, she bore evidence of her struggle with the ruffian.

"I don't care anything about the money," she said, "for there was only $3, a receipt for water rent, a handkerchief, and my door key in the purse; but I think it a shame that an unprotected woman cannot walk the streets of this city in broad daylight, without being molested. I should like to see the man apprehended."

Mrs. Stafford described her assailant as being of dark complexion, apparently 30 years old, with a heavy dark mustache, wearing a soft black hat and a black coat. He had on a white collar with a necktie, and dark overalls with a bib.

ADOPT ROESSLER'S VIEW

Chamber of Commerce Trustees Favor Regulating Bridge Draws.

In the matter of the closing of the draws in the bridges across the Willamette, the trustees of the Portland Chamber of Commerce at their meeting yesterday recommended that the draws remain closed for an hour in the morning and an hour in the evening, when the travel across the bridges is heaviest. This recommendation was made in compliance with the request of Colonel Roessler, U. S. A., in charge of the United States Engineers office, who is engaged in making an arrangement by which residents of East Portland will be able to cross the bridges without being obliged to wait for the draws to open for passing ships as at present.

The trustees also discussed the matter of a general congress of commercial organizations of the United States to be held in Portland during the Rose Festival next June, and recommended that the question be taken up with the other commercial bodies of the city with a view to securing such a congress at that time.

The roll of the Chamber was increased by the addition of 30 new members at yesterday's meeting.

MERCILESS WITH WOMEN

Jay Ham Lewis Says They Are All Perjurers as Witnesses.

CHICAGO, Jan. 7.—"Remeber, gentlemen of the bar, an oath means nothing to a woman, and as Horace so truthfully expressed it, 'when a woman starts out to perjure herself, all hell can't keep her record.'"

With these words and more like them, Colonel James Ham Lewis took the breath away from 200 students of the Northwestern University Law School last night.

"A woman always comes to testify as a witness for one of two reasons," he continued, "either through a sense of affection or duty to those whom she loves, or she comes to satisfy what she regards as a perfectly legitimate feeling of resentment.

"If it is the first of these, she will come through fire and water to testify and she will add her friends' views too. Sincerely and earnestly she will testify that things are as she thinks they ought to be, and you may cross-examine until you have exhausted the vocabulary and you will get nothing from her but her ideas of what they ought to be.

"A woman has no idea of the sanctity of an oath, and a woman will repeat when on oath anything which she will say when not on oath.

"If she comes as your witness, impelled by a feeling of resentment, be careful not to let her tell why she came. Get your main point out of her as expeditiously as possible and let her go. Do not branch off into collateral matters, or she will take the first opportunity to vindicate herself for appearing by telling the grudge she has against the defendant.

"On the other hand, if you are cross-examining the lady, be extremely careful not to let her state the grievance that has brought her in as a witness against your client, unless you are sure of what it is, for no matter what a woman does, if it be an act impelled by natural and legitimate affection, she will never forgive her."

Postum is made of the purest cereals with absolutely no medication whatever, and when boiled according to directions it is heavy with food value and a great nourisher and rebuilder, as well as a delicious drink. It is also a specific for all of the dozens of different diseases caused by coffee. Trial proves this, and "There's a Reason."

Look in pkgs. for the famous little book, "The Road to Wellville."

Warrens Air Their Troubles.

Charged with refusing to support his wife, notwithstanding that he was earning $150 a month in locating mines, Fred Warren appeared before the County Court yesterday to testify in his own behalf. Mrs. Emma Warren, his wife, was also present, charged with infidelity. Warren's employer, when placed on the witness stand, said he had given Mrs. Warren money when told to do so by her husband, at one time making a transfer to her of a 50th interest in a mine in which Warren was a part owner. Judge Webster will render judgment in the case today.

Will Set Calhoun Case Friday.

SAN FRANCISCO, Jan. 7.—When the Calhoun bribery case came up for trial before Judge Lawlor this morning the defendant was not present, being still on the trip East which the court allowed him to take, with the consent of the attorneys for both sides. The whole matter, together with the rest of the trolley bribery cases, went over until Friday, when a date will probably be set for the actual trial.

If Baby Is Cutting Teeth

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

HALF PRICE—KISER CALENDARS.
10c up while they last. 248 Alder. •

Say It

If your doctor says this is all right, then say it over and over again.

Ayer's Pills

Headaches.	Headaches.	Headaches.
Biliousness.	Biliousness.	Biliousness.
Constipation.	Constipation.	Constipation.
Ayer's Pills	Ayer's Pills.	Ayer's Pills
Sugar-coated.	Sugar-coated.	Sugar-coated.
Easy to take.	Easy to take.	Easy to take.
Don't forget.	Don't forget.	Don't forget.

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My Special Treatment Saves Men

$10.00

My Fee in All Uncomplicated Disorders.

YOU PAY WHEN CURED.

My special treatment for men's diseases is the result of over twenty years' study and special practice. Experience has taught me WHAT to do and HOW to do it. It is as accurate as mathematics, working from cause to effect. I never experiment or guess. My methods are positive, direct and certain.

WEAKNESS is merely a symptom of inflammation or congestion of the prostate gland, and under my own original local treatment this gland is promptly reduced to its normal state and complete functional activity is the lasting result.

I CURE DISEASE

DR. TAYLOR, The Leading Specialist.

Especially **CONTRACTED DISORDERS, CONTAGIOUS BLOOD POISON, PAINFUL SWELLINGS** and affections of the **BLADDER** and **PROSTATE.** I have my offices fitted up with all the necessary equipment and appliances of the most modern design. Acute cases cured in a few days. I recognize all complications immediately, and my patients are cured absolutely and to stay cured.

I ALSO CURE VARICOCELE, HYDROCELE, WEAKNESS, STRICTURE and REFLEX DISORDERS. To prove my confidence in my ability I make this fair proposition.

My Offices Are Open From 9 A. M. to 9 P. M. Sundays, 10 to 1.

THE DR. TAYLOR CO.
234½ Morrison Street,
CORNER SECOND AND MORRISON STREETS, PORTLAND, OREGON.

True Cures For Men

We don't patch up. Our cures are permanent. No incurable cases accepted. If you are discouraged because others have failed to cure you we ask you to call and see us, and we will make a thorough examination of your case free of charge.

We Are the Leading Specialists

Our Special Prices

Varicocele	$5.00 TO $30
Hydrocele	
Atrophy	
Nervous Debility	
Wasting	
Ulcers	
Blood Disorders	
Pimples	
Eczema	
Bladder Ailments	
Kidney Ailments	
Prostate Ailments	
Discharges	

People know so well of our ability that they are filling our offices by the score. If You Cannot Call, Write for Free Self-Examination Blank. Medicines from $1.50 to $6.50 a course. Within Any Man's Reach.

We cure promptly WEAKNESS, LOST MANHOOD, SPERMATRRHOEA, SPECIFIC BLOOD POISON IN ALL STAGES, VARICOCELE, HYDROCELE, GONORRHOEA, GLEET, OR ANY OF THE DISEASES COMMON TO MEN. Personal attention given all patients.

CURE, NOT TALK, IS WHAT YOU WANT

This institution has built up its splendid practice more by the recommendations given it by its PERFECTLY SATISFIED PATIENTS, who have received the benefit of its modern scientific and legitimate methods, than in any other way. If you are not a perfect man—come to us. Isn't it worth the little time it will take when you are CERTAIN that you will have the benefit of HONEST, SINCERE physicians who are legally licensed to practice medicine in the State of Oregon? A consultation costs you nothing EXCEPT your own time.

WEAKNESS.
If other physicians have treated you for so-called "weakness," you were helped only temporarily, if at all, and the reason is very apparent when the cause of loss of power in men is understood. "Weakness" isn't a weakness at all, but is merely a symptom of chronic inflammation in the prostate gland, brought on by early dissipation or some contracted disorder. Our system of local treatment removes this inflammation and is the only treatment that has ever restored or ever can permanently restore strength and vigor.

CONTRACTED DISORDERS EVERY CASE
Of contracted disease we treat is thoroughly cured; our patients have no relapses. When we pronounce a case cured there is not a particle of infection or inflammation remaining, and there is not the slightest danger that the disease will return in its original form or work its way into the general system. No contracted disorder is so trivial as to warrant uncertain methods of treatment, and we especially solicit those cases that other doctors have been unable to cure.

CONSULTATION CONFIDENTIAL AND INVITED—A personal thorough and searching examination is desired, though if inconvenient to call, write us a full description of your trouble. Our office hours are from 9 A. M. to 8:30 P. M., excepting Sunday from 9 to 12. Address or call on the

St. Louis Medical and Surgical Dispensary
CORNER SECOND AND YAMHILL STREETS, PORTLAND, OREGON.