

WANT CAR BOYS SITE FOR HOME

Secures 30-Acre Tract Near Garden Home Where It Will Build.

MAKE BIG IMPROVEMENTS

Splendid Clubhouse, Fine Stables, Garage and Summer Homes Will Be Erected on Slightly Spot on Oregon Electric Line.

Incorporation of the Portland Hunt Club and the purchase by that organization of 30 acres of land at Garden Home on the line of the Oregon Electric Railway has been effected and marks the culmination of a long-cherished desire of the club to own its own home and to provide a suitable place for the holding of riding and driving parties on a scale that has hitherto been limited because of the lack of proper facilities.

The site secured by the riding club is situated on the railway near the junction of the Salem and Forest Grove divisions. Here it is planned to erect a handsome and commodious clubhouse, stables and a garage. It is also expected bungalows will be erected as Summer homes for the club members.

The clubhouse to be erected by the club will be one of the most commodious as well as attractive structures of the kind in the West. The site secured by the club is an ideal one. It is situated on a hillside overlooking the city and therefore convenient of access either by horseback, carriage or automobile, as well as by the electric cars. In arranging for the quarters it was the aim of the club to provide a building amply able to accommodate social functions which are being planned on an extensive scale during the coming Summer. Work will be commenced as soon as possible, and the members of the club expect to occupy their new quarters before the Summer is over.

Already six members of the club have agreed to purchase sites from the allotted ten acres on which they will erect bungalows. With homes adjacent to the clubhouse, the Portland Hunt Club's new plant should present a busy appearance during the season. Several members of the club own or intend to purchase property in the immediate vicinity of the 30-acre tract, and these members are also planning to erect country homes.

Among the plans of the Hunt Club is the installation of polo grounds on the taking up of this sport in an extensive manner. Heretofore polo has been one of the neglected sports of Portland, for very few contests have been played here, but with regularly appointed grounds, and the embracing of the sport by the members of the Hunt Club, contests with the famous Burlingame Club, of San Francisco and other clubs on the coast will be arranged. This addition alone is an incentive for the members of the club to engage in the country home scheme enthusiastically.

While such an addition will not be made this year, it is the eventual intention of the Hunt Club to build a half-mile track on the site of its new home. This plan is merely feasible, for the reason that the acreage secured affords ample room for such a track and, if built, it will afford the members a chance to hold amateur races for club members at will, something that has been denied them in the past. The possession of a half-mile track will also enable the club members owning fast horses to exercise them often and in merely keep them in condition for paper-chases or matinees.

While most of the attention is being given to the plans for the clubhouse, it is proposed to erect well-appointed and commodious stables and a large number of the members own machines, and it is proposed to employ a first-class mechanic at the proposed garage.

When the new plans are completed, Portland Hunt Club is completed, Portland will be able to boast of as handsome and well-appointed country club as any city on the Pacific Coast. It will be a tribute to the enterprise of the members of the club as well.

WILL BUILD ROAD TO SALEM

Salem, Falls City & Western Extension to Be Finished by Fall.

Construction work on the extension of the Salem, Falls City & Western from Dallas to Salem, a distance of 14 miles, will be resumed April 1. President Louis Gerlinger is moving construction machinery onto the site and is carrying forward the new work as soon as the weather settles. A steam shovel has already been set up to excavate gravel for ballast. This extension of the extension has been purchased and a part of the steel is already on the ground.

Rights of way have been secured for the entire distance. About three miles of the extension has been graded already, but work was necessarily stopped last October when the Winter weather set in. This new line will be graded and it is expected to have the road completed into Salem by October 1. The new mileage will be of first-class construction and will be laid with 50-pound rails.

Terminals for the line have been purchased at West Salem on the banks of the Willamette River opposite Salem in Polk County. This extension will give the Gerlinger road an outlet on the Willamette River, where logs cut around Falls City and Dallas will be hauled and dumped into the water for towing to mills along the stream. The extension of the line to Salem was included in the project when the road was first constructed, hence the word Salem was incorporated in the name. The original plan will now be carried out by the owners.

FINDS CONDITIONS BEST HERE

Traffic Agent Says Portland is Most Prosperous City.

That business is steadily improving throughout the country is the opinion of Assistant Traffic Manager Kenney, of the Great Northern, who is in the city on business for his road. He says, however, that Portland and the Pacific Northwest seem to be in need of greater prosperity, as they are thriving to a greater extent than the East.

"The unsettled status of the tariff question I believe to be one reason for the slowness with which we are getting back to normal business conditions," said Mr. Kenney. "This matter, however, ought to be disposed of before very long, and then we will know where we stand."

Lumber manufacturers are up in the air because there is danger of doing away with the duty on this product and admitting the British Columbia lumber.

"Dealers in hardware of all kinds are uncertain and are not buying because of the reductions that are being made in the price of the Steel Trust's products."

"Portland, though, seems to show a property all its own. New buildings are going up about the city and, in fact, it looks as though there is no lack of confidence here. This makes a fine impression on visitors and shows that the Pacific Northwest is bound to go ahead."

AUTO DRIVERS ARE WARNED

Court to Impose Fines for Absence of Lights and License Tags.

Ingenious excuses given by automobile owners to account for absence of lights and license tags will no longer be given any credence by Municipal Judge Van Zante. Hereafter all motorists taken before the court for minor infractions of the law will be punished and their excuses will count as naught in their favor.

The court so announced yesterday forenoon in passing upon the case of F. A. Cook, charged with neglecting to keep

WHEAT CLEANED UP

Foreign Shipments of Present Stocks Probably Ended.

COASTERS' ODDS AND ENDS

Heavy Demand Both Abroad and South Keeps Carriers Busy and More Schooners Are on Way for Cargoes.

So little grain remains in this port for shipment that coastwise vessels, even, have difficulty in picking up cargoes. Two coasters, the St. Helens and

LINER ARRIVES WITH POPULAR NEW MASTER



STEAMSHIP ROSE CITY CAPT. MASON

rear lights burning over his license tag after dark. The plea was made in Cook's behalf that the light was jarred out by the passing of the machine along a rough stretch of roadway. That same excuse has been presented no less than 50 times in the past.

"I am tired of hearing it," remarked Judge Van Zante. "These people must keep their lights trimmed and burning. Excuses will no longer get this. I will dis-

REGULATE SPEED ON RIVERS

War Department Prescribes Fixed Rules for Navigation.

Major J. P. McIndoe, in charge of the United States Engineer Corps in this district, received yesterday copy of regulations issued by the War Department governing the navigation of the Willamette and Columbia Rivers. The regulations read as follows:

THE LAW.

Section 4 of the River and Harbor act of August 18, 1894, as amended by section 11 of the act of June 15, 1902, provides:

"The Secretary of War is authorized to prescribe regulations for the use, administration and navigation of any or all canals and similar works of navigation that now are, or that hereafter may be, owned, operated or maintained by the United States or in his judgment the public necessity may require; and he is also authorized to prescribe regulations in governing the speed and movement of vessels on other water craft in any public navigable channel which has been improved under authority of Congress, whenever, in his judgment, such regulations are necessary to protect such improved channels from injury or to prevent interference with the operations of any or all canals and similar works employed in such operations. Such regulations shall be posted in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall violate such rules and regulations shall be deemed guilty of a misdemeanor and, on conviction thereof in any District Court of the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding \$500, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court."

The above-quoted law, the following regulations are prescribed to govern the speed and movement of vessels in the Willamette and Columbia Rivers:

THE REGULATIONS.

1. No steam vessel shall be navigated on the Willamette River between Rose Island and the head of Swan Island at a speed more than eight statute miles per hour.

2. No steam vessel shall be navigated on the Willamette River between the head of Swan Island and the Associated Oil Company's dock, north of Lewis and Clark, at a speed more than 12 statute miles per hour.

3. Every steam vessel passing dredges or other plants, that may be employed on river improvement or at anchor, in the Willamette and Columbia Rivers, shall be navigated at a slow bell at a speed not more than six statute miles per hour.

ROBERT SHAW OLIVER,
Assistant Secretary of War.
War Department, February 11, 1909.

INLAND EMPIRE ON UPPER RIVER

New Open River Boat to Start in Next Week.

Dorsey B. Smith, superintendent of the

Marine Notes.

Two regular liners arrived up last night—the Alliance from Coos Bay, and the Rose, from San Pedro.

With 400,000 feet of lumber and 10,738 sacks of flour, the Alliance left for Coos Bay and the Rose left last night, bound for San Pedro.

Captains Edwards and Fuller, steamboat inspectors, were at Astoria yesterday inspecting the small steamer Viking, just completed.

The tank steamer W. S. Porter brought in 40,000 barrels of crude oil for the Associated Oil Company. She left down in last night, bound for Monterey, Cal.

About 40 passengers arrived on the Alliance last night from Coos Bay. She had part cargo of white cedar shingles, which will be disposed of by bid at Coos street dock.

More freight was offered the Argo, last night for Tillamook, than she could take. G. S. Dexter, formerly first officer of the Argo, takes a similar position on the Argo.

Going from one dock to another for wheat, the Nome City will finally shift from Albina to Prescott and Rainier for lumber. It is expected to have the vessel ready to sail Monday night.

After being about two weeks overdue, the Portland & Astoria steamship Argo arrived at San Francisco yesterday. After anchoring at the wharf, the vessel will proceed to Portland, where it will arrive early the coming week.

Captain C. F. Pond went to Astoria last night to receive the new vessels for the high seas, the Argo and the Rose, which are to be sent to the coast and the Atlantic and brought around the Horn. While at Astoria, Captain Pond will man the vessels with regular crews and have the vessels supplied for their respective stations, to which they will then proceed at once.

Captain Bodge, of the steamer St. Helens, expects to leave down Saturday night, dependent on getting his lumber cargo aboard. Service that were held at the Coast was his thirteenth on the vessel and he said yesterday that he was glad to have the hoodoo number over with, as he met with all sorts of ill-luck in his career on the vessel. He has been in years of the California coast, and when nearing the Southern Pacific dock, carried away a bunch of piling. All this he attributes to the unlucky 13.

Arrivals and Departures.

PORTLAND, Feb. 25—Arrived—Alliance, from Coos Bay; Rose, from San Pedro; Casco, from San Francisco; Bee, from San Francisco; Argo, from Monterey; Saginaw, from San Pedro; Argo, from Tillamook.

Left—Alliance, for Coos Bay, at 5 P. M.; Moderate, wind southwest, weather cloudy during the night and sailed at 11:30 A. M.; steamer Breakwater, for Coos Bay, at 9:30 A. M.; steamer Rose, from San Francisco, at 10:30 A. M.; steamer Bee, from San Francisco, at 12:30 P. M.; steamer Argo, from Tillamook, at 1:30 P. M.; steamer Bee, from San Francisco, at 3 P. M.; steamer Bee, from San Francisco.

San Francisco, Feb. 25—Arrived at 3 A. M.—Ger, steamer Arabia, from Hongkong, for Portland; steamer Victoria, from Victoria, B. C.; steamer Victoria, from Victoria, B. C.

Cherbourg, Feb. 25—Sailed February 20, F. M. S. steamer Victoria, for Portland.

San Pedro, Feb. 25—Arrived Feb. 24, steamer Victoria, today, steamer Wellesley, from Victoria.

Victoria, Feb. 25—Arrived Feb. 24, Br. steamer Victoria, from Victoria.

Queenstown, Feb. 25—Sailed—Haverford, for Portland; Majestic, for New York.

Coltama, Feb. 25—Sailed—Suverio, for Victoria.

San Francisco, Feb. 25—Arrived—Steamer Arabia, from Hongkong; Charina, from Coos Bay; steamer Schomber, from Coos Bay; steamer Yellowstone, for Columbia River.

ST. HELENS

St. Helens, the steamer which was wrecked on the coast of Oregon, is expected to arrive in Portland early the coming week.

STEAMSHIP ROSE CITY

The Rose City, a new steamer built for the Portland & Astoria route, is expected to arrive in Portland early the coming week.

REGULATE SPEED ON RIVERS

War Department Prescribes Fixed Rules for Navigation.

Open River Transportation Company, which returned from a two weeks' trip to the upper Columbia and Snake Rivers. He made the trip in the interests of the company and reports trade conditions excellent at Pasco and Kennewick.

Mr. Smith says the new steamboat Inland Empire will go on the regular run up the river from Celilo next week, probably starting on her first run Tuesday. The Inland Empire will be in command of Captain Arthur Riggs, transferred from the J. N. Teal. Captain H. Press succeeds to command of the J. N. Teal.

The little boat the Revolver will be sent on the extreme upper run where she will find smoother water than below.

LOGS AT SEA MENACE SHIPS

John McNulty Advised of Obstruction Off Columbia.

John McNulty, naval expert in charge of the local hydrographic office, has been advised by the weather bureau station at North Head of the presence of a number of large waterlogged logs adrift at the mouth of the Columbia. The path of drift, passing in and out, the report says the logs are floating between the reef off North Head and Cape Blanco. The logs have been reported as a circular giving the probable weather conditions that will prevail in Pacific waters in March. The chart indicates:

"The likelihood of the prevalence of the trades during the month is 17 days. Westward of the Hawaiian Islands, along the 25th parallel, the trades will often be supplanted by the southwesterly winds occurring on the southern side of the eastward moving barometric depressions, the centers of which may lie far to the northward. Such a shift of the wind will, in general, be preceded by a slight fall in the barometer. Calms will be frequent in the vicinity of the Eastern archipelago and throughout a triangular area, the base resting on the American coast from Cape San Lucas to Panama, the vertex lying in 5 degrees north and 125 degrees west. Gale, mainly from southerly directions, occur 1 per cent of the night and three longitudes 125 degrees and 130 degrees west."

REPORT CASE OF CRUELTY

Probation Officer Notified of Inhuman Treatment of Young Girl.

Chief Probation Officer Teuscher, of the Juvenile Court, received from Superintendent Gardner yesterday, a copy of a letter mailed to Mr. Gardner by an anonymous party, complaining of the horrible cruelties being heaped upon a 14-year-old girl living with a family on East Eleventh street. But the writer of

LAW PLEASES ALL

Salmon Interests Satisfied With Fish Legislation.

CLOSED SEASONS HELPFUL

Oregon and Washington Enact Legislation That Strangely Enough Arouses No Complaint on Part of Any Parties Concerned.

Those closely connected with the fishing interests who went to protect the salmon of the Columbia River are highly pleased with the fish legislation passed by both the Oregon and Washington Legislatures. The joint fish bill for the protection of salmon in the Columbia basin was signed by the Governors of both states. The laws are identical in every particular and it is believed they will be the means of relieving the unpleasant situation that has obtained in past years.

The following closed seasons are provided: Spring close, from 12 o'clock noon, March 1, to 12 o'clock noon, May 1. Fall close, from 12 o'clock noon, August 25, to 12 o'clock noon, September 10. Weekly close of 21 hours, beginning at 6 o'clock P. M. Saturday and extending to 6 o'clock P. M. Sunday, is also provided.

It is believed these closed seasons will give the salmon the protection they have long needed and will be the means of allowing a great percentage of them to reach the hatcheries and spawning grounds in the headwaters of the various streams.

As a further protection to salmon, both states have appropriated the sum of \$1000 for the purpose of exterminating seals and sea lions in the Lower Columbia. These animals annually destroy vast numbers of salmon.

HEALS

S.S.S. OLD SORES

Before any sore can heal, the cause which produces it must be removed. As long as the blood, from which our systems receive their necessary nourishment and strength, remains impure and contaminated with disease germs, any sore on the body will remain open, and resist every effort made to heal it. The nerves and tissues of the flesh around the places are continually fed with unhealthy matter and nature is simply disposing of the poison by draining it from the system through the sore. The only cure for an old sore is a thorough cleansing of the blood, entirely ridding the system of the cause. S. S. S. heals old sores by removing every particle of impurity from the circulation. It goes down to the very bottom of the trouble and so completely cleanses the circulation that there is no longer any impurity to drain through the sore, but the place is once more nourished with rich, healthful blood. S. S. S. heals the sore from the bottom, the place soon fills in with healthy, firm flesh, the tenderness leaves, all discharge ceases, the skin regains its natural color and when S. S. S. has thoroughly cleansed and purified the blood the place is permanently healed. Book on Sores and Ulcers and any medical advice free to all who write.

MEN'S DISEASES

CURED TO STAY CURED

I am constantly announcing in print the fact that I treat men's diseases and that I am able to render better service in this branch of medicine than any other doctor anywhere. I claim to cure cases that are beyond the possibility of aid by ordinary forms of treatment, to cure every case I undertake, and to cure permanently in less than the usual time required.

All these things I actually do, and that is why I am known as the foremost specialist treating men's diseases, and why my practice is the largest of its kind west of Chicago. You can depend absolutely upon every claim and promise I make because my reputation is at stake and I am morally, legally and financially responsible in all my endeavors.

Those in any trouble suffering from VARICOCELE, LOSS OF SEED, BRUISES, HAEMORRHOIDS, HYPOCELE, BLOOD POISON or any other disease tending to destroy and disfigure and to render happiness impossible are urged to call upon me without delay.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

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CONSULTATION AND ADVICE FREE

HOURS—9 A. M. TO 9 P. M. SUNDAYS—10 TO 1.

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SOME BIG CROWDS ARE CONSULTING STOMACH ORACLE

Cooper Says General Sale Has Made No Difference in Number of Callers.

Although his much discussed medicine is now on sale at all druggists in New York, there has apparently been no let-up in the crowds that are calling at the store where Cooper is meeting the public.

In speaking Monday of his extraordinary success in New York, Cooper said: "The majority of the people who are now calling to get my medicine have been sent here by friends. There is nothing the matter with nine out of ten people who are in poor health but stomach trouble, brought about by over-feeding and little outdoor exercise. I can prove this, in a few weeks to anyone who tries Cooper's New Discovery. As soon as I have proved it and they no longer feel tired and dull and nervous, they tell their friends about it, and that boasts anything I could say on the subject."

"I thought when I put my medicine on sale generally in New York there would be a let-up at this store, but apparently there are just as many calling to talk with me as ever. People have not yet realized they can get the medicine wherever they choose. I shall continue to meet the public at this store during the rest of my stay in New York."

Among statements made for publication on Monday by New Yorkers who are strongly in favor of Cooper's theory and medicine was the following by Mrs. Charles Tranech, of 37 Dearbroses street, who said: "No one who has had such an experience as my husband and myself with this New Discovery medicine could help talking about it. I am well again after fifteen years' constant sickness, and my husband is also in perfect health after being treated by six different physicians this winter."

"My trouble has been indigestion and rheumatism. I was also generally run down and suffered greatly from nervousness. I also had palpitation of the heart caused by gas that would form in my stomach as soon as I ate anything. It is impossible to describe how miserable I have been all these years, or how hard I have tried to get well. When I got this medicine my health was completely shattered. My husband has had violent stomach trouble for a year. It got so bad this past winter that he had swelling of the joints and limbs. When I first brought the medicine home he said that I was foolish as it would do me no good. After I had taken it for two weeks I was so much better that he got some and started taking it. He got better faster than I. In two weeks he was eating big meals and the swelling had all gone away. It took four weeks before the rheumatism and nervousness left me, although I ate and felt better at the end of the first week. I am now perfectly well. I eat heartily and have no gas in my stomach. I have gained a great deal of flesh and feel strong and energetic. My husband is like another man. He is no longer troubled with indigestion and gas as he has not been able to for a long time. He says he feels ten years younger. We think this medicine is marvelous."

Cooper's New Discovery is now on sale at all druggists and chemists. We will send free, upon request, literature by Mr. Cooper, describing the true cause of most ill health. The Cooper Medicine Co., Dayton, Ohio.

BEST TREATMENT FOR CROUP

SUDDEN, SEVERE ATTACKS ARE OF FREQUENT OCCURRENCE.

Chamberlain's Cough Remedy a Certain Cure—Has Never Been Known to Fail.

If your child has ever had croup, you need no description of the symptoms, but to the inexperienced, the peculiar ringing cough is often unnoticed until the disease is well under way. A child may go to bed at night in his usual health, except perhaps a cold, only to awaken a few hours later with a well developed attack of croup and the remainder of the night is spent by the anxious parents in trying to relieve his suffering, which is usually more or less experimental. It is usually difficult to secure the services of a physician in the middle of the night, and he should never be depended upon as the case becomes critical. Chamberlain's Cough Remedy in the house will save anxiety, expense and perhaps the life of the child. When this medicine is given at the first indication of croup, the attack may be avoided, and even after the croupy cough has appeared, it will prevent the attack. We have never known it to fail to effect a cure in any case of croup, and we believe in more general use in the United States for that disease than any other remedy.

CHAMBERLAIN'S COUGH REMEDY

A CERTAIN CURE—HAS NEVER BEEN KNOWN TO FAIL.

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