SAYS MONEY HAS **REEN WELL SPENT**

President George B. Moffatt, of Oregon Electric, Inspects Properties.

PLAN 300 MILES OF ROAD

Declares That No Official Announcement of Company's Plans Can Be Made Until It Is Ready to Proceed With Construction.

While expressing complete satisfaction with the Oregon Electric Company's present lines as an investment, President George B. Moffatt, of New York, yesterday would not make any definite an-nouncement as to when the company would begin building extensions to Eugene or other points in the Willamette 'It is not the policy of our company

to make announcement of its intentions concerning extensions," said Mr. Moffatt. "We simply build the roads when we are ready and conditions justify the expendi-

ready and conditions justify the expendi-ture of the money.

"Our original plans called for the con-struction of some 200 miles of railroad in the valley. We have constructed 70 miles and I have been here since Sun-day inspecting the property with the Portland officers of the company.

Pleased With the Road.

"I will say that we are pleased with the construction of the road, its management and the attitude of the people of Portland and of the valley toward the company. If we decide to build more lines were are not likely to say anything about it until the rails are on the ground. "There is one thing that should be remembered by the people of Oregon, and that is that capital moves along the lines of least resistance. In railroad construcf least resistance. In rallroad construction encouragement and not obstacles are needed from the Legislature. The proposal to levy a 2 per cent gross in-come tax on rullroads is one measure that is inimical to railroad construction. Two per cent on the gross means 5 per cent on the net earnings. The earnings of a railroad are not so large that 5 per cent can be thrown out without impair-ing the capital invested. Wall street simply a great money market. bankers show tile investors our wares and the investors take what seems to them to be best. Legislative encouragement goes a long way toward making railroad se-

Cut Forest Grove Schedule.

"The only announcement I can make concerning the company's intentions is that as soon as the ballasting is finished on the Hillsboro line the running time to Forest Grove will be reduced. When the roadbed is in as good condition as that of the Salem line there is no reason why the trains should not make as good time to Forest Grove as they do on the other.

"However, we do not intend to establish a schedule on our roads that will endanger the lives of the patrons or the property of the company. We are proud of our record as to accidents, not having had a single one of importance sinc had a single one of importance since operation commenced a year ago last January. The Salem line is now operated as an ordinary interurban trolley system. The roadbed, system of operation, management and all sare the same as those of a steam railroad. The only difference between our road and a steam railroad is that we use electricity for motive power."

Mr. Moffatt is a member of the Wall street banking firm of Moffatt & White Speaking of financial conditions in the East, Mr. Moffatt was very optimistic,

Financial Conditions Better.

The state of depression when even conservative investments are unsought has passed. The next stage is when investments not absolutely certain but of promising character are readily handled. I would not say that the country is yet back to the construction period. Raill-road extensions under way are very few throughout the country at present, but when the tariff question is settled and the crops gathered the country will then know just how it stands. There is a constructive Administration in Washington and confidence in the future is strong. I am as firmly convinced as I could be that the country is about to resume its era of development." servative investments are unsought

era of development."

Mr. Moffatt arrived in Portland last
Sunday and will remain here several
days before returning to New York City.

BEGIN WORK NEXT MONTH

County Commissioners Ready to Excavate for New Courthouse.

Excavation of the Fourth-street side of the Courthouse block for the new struc-ture will probably begin some time next month, according to the announcement of month according to the announ-ement of the County Commissioners yesterday. Bids for the steel framework of the new building will be advertised for within a week, it is said, probably in Eastern en-gineering journals, in order to give con-tractors throughout the country a chance to bid. It is thought that the steel can be supplied within 60 days, so that the work of putting up the new Courthouse can commence September 1.

can commence September 1.

Beside the contract for steel and for excavating, the Commissioners will let a contract for tearing away the Fourth street front of the old Courthouse, a part of Judge Cleiand's courtroom, the County Auditor's office, and the front steps. Temporary braces will be put in to sustain the weight of the east side of the old building. It is thought that it will be necessary to adjourn court during the three or four adjourn court during the three or four days which will be required for riveting

NEW JURORS ARE DRAWN

Names of 120 Taxpayers Called for June Term.

Jurors for the June term of the Cir-Jurors for the June term of the Circuit Court, which opens Monday, have
been drawn from the taxroll. A hundred
and twenty names were drawn this time,
this being 10 more than formerly. It has
been found during the last few terms
that after excusing those jurors who
could not serve not enough were left for
the trial of cases and special venires had
to be issued. The June jury list follows:

lows:
George Armstrong, paints and varnish;
O. Bodeen, farmer; F. D. Chambertain,
Superintendent Pullman Company; P. J.
Crontn, harness; J. O. Downing, farmer;
W. Ingalis, miner; W. H. Jobes, merchant; M. D. Jameson, salesman; J. D.
Jackson, watchman; W. L. Johnson,
bookkeeper; Thomas Jones, E. L. Jamison, Ben Jack, grocer; P. W. Jones,
El. A. Jamisson, electrician; L. Jones,
L. R. Kollock, salesman; J. Kirby, A.
Knutson, grocer; C. H. Kisky, foreman;

James Kelley, carpenter; F. H. Kearney, carpenter; L. E. Kern, manufacturer; Thomas Keelan, laborer; Theodore Kay, laborer; A. D. Keenan, contractor; P. Kelleher, toolsmith; Charles Kane, merchant; George Knieminem, farmer; John Kenefick, salesman; Edgar M. Lazarus, architect; F. LaDow, carpenter; W. Lawrence, John Lane, Weeley J. Ladd, banker; H. G. Lake, farmer; Robert H. Ling, bakery; F. E. Lennord, manager; J. F. Langley, master mechanic; Arthur Lacy, merchant; Charles R. Lowry, foreman; M. C. McCord, clerk gas company; J. E. Malley, grocer; J. W. McClelland, nurse Crystal Springs Sanatorium; George Maler, shipping clerk Weinhard Brewery; W. J. McCallister, laborer E. S. Lumber Company; G. E. Mitchell, teamster; George McGowan, president Ames Mercantile Agency; Hugh McCredle, motorman; Lewis McKinnis, C. H. Malcom, janitor; E. E. McClintock, teamster; F. W. McLellan, lineman P. C. Company; H. L. Mather, W. O. McKown, stableman Driscoll & Co., D. W. Metzger, gypcer; E. J. McKittrick, timber lands; T. E. McCollum, car repairer; Thomas D. Miner, C. Madigan, teamster; John B. Marshall, carpenter; T. N. Marxen, clgar store; A. J. Maxon,

WILL HELP CONSTRUCT SECOND BULL RUN PIPELINE.



R. H. Thomson, City Engineer of

City Engineer R. H. Thomson, of Seattle, has been employed by the Portland Water Board to act as Consulting Engineer in connection with the laying of the second pipeline from Bull Run River, to augment the local water supply. Mr. Thomson is now arranging affairs so that he can come over to Portland and inchief Engineer Clarke, of the Portland office. The Water Board is anxious to have the matter decided immediately, so that the actual construction work may be put under way. Mr. Thomson is widely known, and one of his achievements is the Seattle gravity water system, from

Markworth, teacher; J. D. McFarlane, concrete worker; A. McGinley, John P. Monnar, carpenter; Alex Meyer, A. McGregor, teamster: D. L. McBride, teamster: Fred Nyquist, tallor: A. J. Brault, Charles G. North, C. F. Neff, merchant; H. T. Nicolai, Nicolai Neppach Company; M. L. Nicholas, foreman N. P. Lumber Company; W. W. Northway, D. R. Norton, F. A. Newton, broker; F. S. Nutbrown, W. L. Ormandy, H. M. Ogden, Pacific Honey Company; E. C. Oliver, manager F. S. Harmon Company; J. B. O'Shea, capitalist; Charles Oatman, express; F. O. O'Neill, J. H. O'Malley, collector; C. G. Paine, merchant; F. H. Peterson, F. W. Prael, O. M. Pringle, S. E. Pierce, J. R. Pearl, H. L. Pratt, minister; Charles T. Prehn, dentist; J. F. Poff, B. B. Strafton, carpenter; T. B. Stuart, J. H. Stapleton, carman Pacific Railway Company; Fred Shoultz, farmer; Edward Sandberg, J. P. Simpson, P. J. Smith, blacksmith; Fred Sohn, H. M. Stanley, carpenter; H. Strucker, farmer; John Schneil, leathermarker; Henry Salminer, shoemaker; Addison M. Starr, George A. Salmon, costumer: Arthur Sclegel, typesetter; H. D. Schieber, merchant; Henry Tannier, George Tapfer, S. Tarter, hotelkeeper; F. Thorn, F. M. Varner, contractor; N. Wagner, grocer; A. C. Wagner, Oscar Walling, J. A. Wesco, violin maker.

OLSON WILL DEMAND PAY

Justice of Peace Will Mandamus County Officials Today.

Justice of the Peace Fred Olson expects to file mandamus proceedings today against the County Court to compel that institution to pass on his salary claim for the month just ended. That action was to have been taken yesterday, but two of his multitude of lawyers. John F. Logan and Dan J. Malarkey, were out of the city. So the mandamns went over and Judge Olson is still wondering whether or not he's going to get paid for dispensing justice during the month of May. Not only will the County Count be mandamused, but it is planned to mandamus the County Commissioners, the County Auditor and the County Clerk, in order to shut off every ayenue wherepel that institution to pass on his salin order to shut off every avenue where-by the salary might be held up. The pay is being held up because the Justice of the Peace declines to deliver up noney taken in by him for tying nuptial knots.

Shipping News of Tacoma.

TACOMA, June 3.—The United States cableship Burnside arrived at Quarter-master Harbor and will be cleaned and epaired preparatory to her departure for Alaska.

The steamer Hoffer left port this evening for San Francisco The steamer Watson arrived this evening to load lumber for California.

The British steamer Mariborough Hill will not leave port until Saturday with her cargo of lumber for Valparaiso.

The schooner I. W. Clise will tax to

her cargo of lumber for Valparaiso.

The schooner J. W. Clise will tow to Port Townsend to complete her crew before leaving the Sound for the West Coast with lumber cargo.

The schooner Endeavor finished loading today and will leave for San Pedro.

The British steamer Foxton Hall arrived last night and is loading lumber for the West Coast.

The steamer Tallac left this afternoon for down Sound to complete her cargo with a shipment of lumber.

Concert Tonight for Seamen.

The regular Friday concert will be given this evening at the Portland Seamen's Friend Society, corner Third and Flanders streets, beginning at 8 o'clock. The Pilgrim Congregational Church has charge of the programme, which follows: Plano dust, Miss Edith Farrell and Lowell Patton; vocal solo, Mr. Thomas; vocal duet, Will Thomson and Ray Mc-Kaison; reading, Bessie Dupee; vocal solo, Helen White; selection, male chorus, There will also be songs by sailors. All friends are cordially invited.

WALKURE IS FIXED

Balfour-Guthrie & Co. Place Steamer on List.

FIRST OF STEAM TONNAGE

Craft Now Outward Bound From New York for New Zealand-Will Be Due at Portland in August. News of the Waterfront.

Balfour-Guthrie & Co., have chartered he first steamship for outward grain for the season of 1909-10. The German steamer Walkure, 2475 tons, was fixed for new crop wheat at private terms. The vesse w outward bound from New York for New Zealand. She sailed May 2 and passed St. Vincent on May 17. The ves sel is fully due out and will be available for Portland loading by August 1. The Walkure is practically a new vesse

STEAMER INTELLIGENCE,

and has been employed in the trans-At

Due to Arrive. From. Name. From Dat
Rose City. San Francisco In por
Alliance. Coos Hay In po
Suc H. Eimore. Tiliamook. June
Arabia. Hongkong. June
Breakwater. Coos Bay. June
State of Cal. San Francisco June
Geo W. Elder. San Pedro. June
Geo W. Elder. San Pedro. June
Eureka. Eureka. June
Riverside. San Francisco June Scheduled to Depart.

Name For Date

Rose City San Francisco June 5

Alliance Cos Bay June 5

Sue H. Eimore Tiliamook June 7

Argo Tiliamook June 9

Breakwater Cos Bay June 9

Geo W. Elder San Pedro June 10

Riverside San Francisco June 12

Eureka Eureka June 12

State of Cal San Francisco June 12

Arabia Hongkong June 14 Entered Thursday.

ohan Pouisen, Am. steamship (Nilsson), with general cargo, from San Francisco. Casco, Am. steamship (Ahlin), with general cargo, from San Francinco. Cleared Thursday.

Johan Poulsen, Am. steamship (Nilsson), with 750,000 feet of lumher, for San Francisco. Casco, Am. steamship (Ahlin),

with ballast, for San Franci

commission. She is equipped with all the latest devices for the rapid handling of freight and is up to date in every respect, as far as tramps go.

Contrary to conditions which prevailed last year, the outward fleet will consist almost entirely of sailing craft. Last year the business was handled almost exclusively. clusively by steamships. This situation was brought about by the around-the-world voyage of the American fleet of world voyage of the American heet of battleships and the demand for coal. Ful-ly 80 per cent of the fuel for the war-ships was carried in foreign craft and when the coal was delivered they were at liberty to accept charters for homeward cargo at less than prevailing rates. Conditions have changed and snippers are falling back on the sailing craft. During the Summer there will be possibly a half dozen steamships on the Coast available for outward loading. Several cargoes of coal will come for the Gov-

the eyils of the sailor boarding-houses. Mr. Cederbergh said that while considerable had been gained, much yet remained to be done to emancipate the poor sailor from the bondage of the boarding-houses of this city, and declared for nothing short of the total abdishment of all sailor boarding-houses, and that sailors be shipped with little cost to themselves. He told of the efforts to secure legislation on the subject, but that the sailor boarding-houses had been strong enough to prevent any effective action being taken. Mr. Cederbergh maintained with much force that the business and commercial interests of Portland were conmercial interests of Portland were con-cerned in the complete emancipation of the saliors from the domination of the salior boarding-houses, and declared that at one time Portland was the blackest spot in the world on account of these

Ship Frieda Will Remain at Astoria. Under charter for outward loading of Under charter for outward loading of aew crop grain from Portland, the German ship Frieda, Captain Mark, arrived in the river at least two months ahead of time. Captain Mark is in Portland attives Price and Coleman. He is now in fall on a charge of larceny by embezzle-

Alliance Brings Cargo From Coos. With a full cargo consisting of coal, cheese, butter, farm produce and nilli products, the steamship Alliance arrived up yesterday from Coos Bay. The vessel made a fairly good run up the Coast and encountered no bad weather. She will sall for Marshfield tomorrow night at 8

Marine Notes.

The steamship Asuncion is due to arrive from the South this evening with fuel

The steamship Carmel, with lumber for San Francisco, salled from Rainler yes-

With water ballast for San Francisco, the steamship Atlas sailed yesterday morning. The steam schooner Casco sailed yesterday afternoon for San Francisco a full cargo of lumber.

The steam schooner Claremont, which sailed yesterday will load lumber at Grays Harbor for San Pedro.

With passengers and freight for San Progressions Francisco, the steamship Rose City scheduled to sail tomorrow morning.

Arrivals and Departures.

PORTLAND, June 3.—Sailed—Steamlip Argo, for Tillumook; steamship Clarecont, for Grays Harbor; steamship Yellowtone, for San Francisco, from Rainler;
teamship Carmel, for San Francisco, from
sainler; steamship Atlas, for San Francisco;
steamship Casco, for San Francisco;
steamship Casco, for San Francisco;
steamship Casco, for San Francisco;
steamship Alliance, from Coostay.

co: steamship Casco, for San Prancisco. Arrived—Steamship Alliance, from Coos Bay.

Astoria, Or., June 2.—Condition at the mouth of the river at 5 P. M.—Smooth; wind, northwest, 36 miles; weather, cloudy. Arrived down at 10:30 A. M. and sailed at 12 noon—Steamer Atlas, for San Francisco. Arrived down at 2 and sailed at 3:25 P. M.—Steamer Breakwater, for Coos Bay. Arrived down at 3 P. M.—Steamer Carnel and French bark Jacobsen.

San Francisco, June 3.—Sailed at 2 P. M.—Steamer Riverside, for Portland. Sailed at 11 last night—Steamer Cascade, for Columbia River.

Eureka, June 2.—Sailed—Steamer Eureka, for Portland.

San Pedro, June 3.—Arrived yesterday—Steamer Geo. W. Elder, from Portland.

San Prancisco, June 3.—Arrived—Steamer M. Falmouth, June 3.—Arrived—Steamer M. Francisco, June 3.—Arrived—Steamer M. Falmouth, June 3.—Arrived—Steamer M. Falmouth, June 3.—Arrived—Steamer M. P. Plant, from Coos Bay. Sailed—M. Francisco, June 3.—Arrived—Steamer Sebra Hamburg; schooner H. D. Bendixsen, for Portland; steamer Newburg. for Grays Harbor; steamer Riversides, for Portland, Montevideo, June 3.—Arrived—Admiral—Portland, June 3.—Arrived—Admiral—Portland,

Portiand.

Montevideo, June 1.—Arrived—Admira
Dupree, from San Francisco, etc., for Havre

Tides at Astoria Friday h. Low. - 9.1 feet 7:23 A. M. . - 1.9 fee - 7.2 feet 7:15 P. M. . . 3.5 fee

PROMINENT RAHLROAD OFFI-CIALS HERE SATURDAY.

Chief Passenger Agents of Important Lines Members of Party Visiting Coast.

nel of the party follows:

available for outward loading. Several cargoes of coal will come for the Government and one or two of general merchandles.

BOARDING-HOUSES CONDEMNED

Civic Federation Declares Against Alleged Sailor Evis.

Before the question of indorsing H. R. Albee for the office of Mayor, at the meeting of the Civic Federation Society, beld in the Caivary Baptist Church, Wednesday night, the alleged evils of the sailor boarding-houses were discussed. The report submitted by Rev. John Ovall, chairman of the committee appointed to look into their condition, recommended the total abolishment of all sailor boarding houses. Proceedings of the Side of the sailor boarding houses in Portland and the substitution of a shipping master, whose fee should be Side.

E. M. Cederbergh, Norwegian Vice Consul, who has taken great interest in this matter, delivered an instructive talk on the evils of the sailor boarding-houses, and that sailors short of the local applies manager agent S. P. Co., San Jose; Freeding of the cyling of the sailor boarding-houses, and that sailors short of the local applies manager agent washing the sailor boarding-houses, and that sailors short of the local applies manager agent washing the sailor boarding-houses, and that sailors boarding-houses,

WATCH TINKER ARRESTED

Jewelry Surgeon Accused of Sharp Practices.

B. J. Ballard, claiming to be a mender of watches, clocks and jewelry, was ar-rested while preparing to leave the city spot in the world on account of these boarding-houses.

After further discussion by L. D. Mahone and M. C. Reed, the Civic Federation voted that the sallor boarding-houses of Portland should be abolished and that the society would work to bring this about.

Pested while preparing to leave the city resterday, after a prosperous sojourn. Ballard, a man of good address, would secure jewelry and clocks to mend, often valuable articles, and would then proceed to dispose of them. It is said he would melt silver and gold articles, while clocks and watches he would sell to the pawn-about.

It was only by an accident he was caught, for he had planned to leave the city before any of the srticles he had taken to mend were due for return. One of his victims became suspicions, investitime. Captain Mark is in Portland attending to business connected with the ship. The master announces his intention ment.

CURES . BLOOD POISON

When the blood becomes infected with the virus of Contagious Blood Poison, the symptoms are soon manifested. The mouth and throat ulcerate, copper-colored spots appear, a red rash breaks out, the hair begins to come out and usually sores and ulcers show themselves on different parts of the body. At the first sign of the disease S. S. S. should be taken, for the trouble is too powerful and dangerous to trifle with. If allowed to run on the tendency is to work down and attack the bones and nerves, and sometimes it makes a complete physical wreck of the sufferer. The disease can make no such headway if S. S. S. is commenced and used according to directions; its progress can be stopped, the poison removed, and health preserved. S. S. S. goes into the blood and removes the insidious virus, cleanses the circulation and makes a complete and permanent cure by driving out the cause. S. S. S. quickly takes effect on the blood, and gradually the symptoms disappear, the health is improved, the skin cleared of all spots, sores and blemishes, and when S. S. S. has thoroughly purified the circulation no trace of the disease is left. S. S. S., a purely vegetable remedy, cures Contagious Blood Poison because it is the greatest of all blood purifiers, tested and proven for more than forty years. Home treatment book and any medical advice free to all who write.

THE SWIFT SPECIFIC CO., ATLANTA, GA. When the blood becomes infected with the virus of Contagious Blood

THE SWIFT SPECIFIC CO., ATLANTA, GA.

RAILROADS TO

Forest Service to Be Aided in Fighting Fires.

NORTHERN TAKES THE LEAD

Telephone Lines Will Be Strung, Regular Reports Made and Right of Way Cleared of Inflammable Material.

Efforts are being made by the Forest Service to secure the co-operation of the different rallway systems in fighting fires which occur in the National reserves through which their railroads pass. T. Allen, District Forester, reports that negotiations along this line have nearly been concluded with the officers of the Northern Pacific. When the Forest Service reaches an understanding with this ompany by which protection can be furnished the frests, an attempt will be made to arrange the same assistance from the other ratiroad companies.

Many of the fires in the forest reserves originate from sparks from passing loconotives. The plan of the Forest Service is to have the railroads keep each side of their roadbed clear of inflammable material and, as a further against accidental fires, provide all engines with suitable spark arresters. The prompt report to officials in the Forest Service in the district in which the fires are disovered, and to station agents, is desired of members of the train crews.

It is proposed also to introduce a sys em of warning whistles, where feasible otherwise to convey the information to the proper officials either by telephone or telegraph. The officials of the Forest Service will obtain permission from the railroad companies to install a telephone service through that part of every re-serve traversed by the different railroads, he necessary wires to be suspended from the rallroad telegraph poles along the right of way. The expense of installing such a elephone service is to be paid by the allroad company.

railroad company.

That employes of the Forest Service may be enabled better to patrol the forests bordering on the railroads, permission will be asked of the railroad companies to allow all such employes to use speccers over their tracks. In addition to these concessions on the part of the railroad company, the Forest Service of clais agree to patrol the railroad right of way during the fire season and, with such assistance in the way of labor which is assistance in the way of labor which is to be provided by the railroad companies, expect to extinguish all fires in their in-liptorey at a minimum of bass. District Forester Allen also reports that

A party of 27 prominent railroad traffic men from the Pacific Coast States will spend next Saturday in Portland. The visitors will be headed by Charles S. Fee, passenger traffic manager of the Southern Pacific Company, of San Francisco, and the others are men who report to him. The members of the party are en route to the Alaska-Yukon-Pacific Exposition, and the object of the trip is that each member may become enlightened as to the expositior's attractions and be able to tell of them to prospective tourists from their localities.

While in Portland the party will stay at the Hotel Portland, and will be entertained at luncheon at the Commercial Club. Council Crest will be visited and a trip up the O. R. & N. as far as Cascade Locks made. The personnel of the party follows:

Charles E. Feb. passenger traffic manager in the way of labor which is to be provided by the railroad companies, to provide an initial provided by the railroad companies, to provide an initial provided by the railroad companies, to provide an initial provided by arrangement between the proper d





inds, PETERMAN'S RAT-MOUSE

For sale by druggists, grocers and ealers generally. WILLIAM PETERMAN INC. New York.



C. Gee Wo THE CHINESE DOCTOR This great Chinese doctor is well known throughout the Northwest because of his wonderful and marvelous cures,

and marvelous cures, and is today heralded by all his patients as the screatest of his kind. He treats any and all diseases with powerful Chinese roots, herbs and barks that are entirely unknown to the medical science of this country. With these harmless remedies he guarantees to cure catarrh, asthma, lung troubles, rheumatism, nervousness, stomach, liver and kidney troubles, also private diseases of men and women.

CONSULTATION FREE.

Patients outside of city write for

Patients outside of city write for blanks and circulars. Inclose to stamp. The C. Gee Wo Medicine Co. 1621/2 First St., Near Morrison., Portland, Or.



ervation agent. The effect of these changes is to concentrate under direction of the Forest Service all details connected with administration of the forests of ed with administration of the country and their prote

Schools for Forest Rangers.

Schools for Forest Rangers.

Schools of instruction for all forest rangers will be established next Winter in all states having National forests, according to information received yesterday by District Forester Allen. The purpose of these schools is to acquaint the menhaving charge of the forests with the details of their work and in every possible way contribute to the efficiency of the Forest Service. Such a school was conducted tast Winter in connection with the Washington State University at Seattle. The results were so satisfactory that the department at Washington concluded to establish similar schools in all sections of establish similar schools in all sections of the country. Where convenient, these schools will be conducted at one of the leading educational institutions of the different states.

BUCKLE CASE DRAGS ON

PATENT ON HARNESS FIXTURE FOUGHT FOR.

Inventor Charles A. Patterson Is Being Tried in United States Court on Forgery Charge.

Prosecution of Charles A. Patterson on charge of perjury, arising from an affidavit he made in obtaining a patent to one small harness buckle, already has occupled the greater part of three days in the United States Court. The Government and the defense finally closed yesterday, and late in the afternoon Deputy United States Attorney Evans began the closing argument before the jury. Each side has been allowed two hours by Judge Wolverton to submit the case, so that it will be impossible for the jury to retire for deliberation until some time this afternoon.

afternoon.

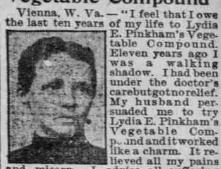
The defendant, Mr. Patterson, testified yesterday. He insisted that the model of buckle on which he obtained patent was his own invention, conceived after the interest in the first patent had been sold to Van Emons, the complaining witness in the case. Witness further insisted that the subsequent model was entirely different from that in which Van Emons had acquired an interest. This Emons had acquired an interest. This statement by the witness was dealed by William F. Woolard, clerk in the Patent Office at Washington, who was called in rebuttal by the Government. Woolard testified that the buckle for which Patterson obtained a patent was the counterpart, both in construction and operation, of the model in which Van Emon had previously invested. had previously invested.

When the defense closed its case yes-terday afternoon, the Government called Bert Beckwith, Judge J. C. Moreland and Mrs. C. K. Cooper in rebuttal to impeach Patterson. All three testified that the de-fendant's reputation for truth and veracity was not good. The defense followed by calling C. W. Whitemers and Thomas C. Deviln, who declared that Patterson's general reputation was good and that he was known as a truthful man,

Lands Fenced Unlawfully. United States Judge Wolverton yester-ay, on motion of District Attorney Me- \$4000 of postal funds.

LIFE TO

Lydia E. Pinkham's Vegetable Compound



Eleven years ago I was a walking shadow. I had been under the doctor's carebutgotnorelief. My husband persuaded me to try Lydia E. Pinkham's Vegetable Comand and it worked ike a charm. It re-

and misery. I advise all suffering women to take Lydia E. Pinkham's Vegetable Compound."—MRS. EMMA WHEATON, Vienna, W. Va.

Lydia E. Pinkham's Vegetable Comherbs, contains no narcotics or harm-ful drugs, and to-day holds the record for the largest number of actual cures for the largest number of actual cures of female diseases of any similar medicine in the country, and thousands of voluntary testimonials are on file in the Pinkham laboratory at Lynn, Mass., from women who have been cured from almost every form of female complaints, inflammation, ulceration, displacements, fibroid tumors, irregularities, periodic pains, backache, indigestion and nervous prostration. Every such suffering woman owes it to herself to give Lydia E. Pinkham's Vegetable Compound a trial.

If you would like special advice about your case write a confidential letter to Mrs. Pinkham, at Lynn, Mass. Her advice is free, and always belinful.

Court, entered judgment for \$200 in favor of the Government and against the American Livestock Company and Edward B. Hill for the unlawful inclosure of public land in Harney County. This proceedland in Harney County. This proceeding was taken under a civil suit filed
against the company and Hill. The latter
is under indictment on a criminal charge
for maintaining the fence unlawfully. The
lands embraced in the alleged improper
inclosure are located near the large tract
of 80,000 acres for the unlawful fencing
of which William Hanley was recently
found suilty in the same court. found guilty in the same court,

Ask New Trial for Straus.

Attorneys John F. Logan and John F. Stevenson yesterday filed motions for a new trial and an arrest of judgment in the case of Charles A. Straus, ex-cashler of the Portland postoffice, who was convicted in the United States Court last week on a charge of embezzling about

MEN CURE

DON'T BE DISCOURAGED! DON'T GIVE UP HOPE! THERE IS HOPE FOR YOU! ACT TODAY!

In my very extensive practive I have learned a few truths that are undenlably of interest to every man. First of all, I find that the very serious and so-called "incurable" cases are due usually to NEGLECT and DELAY. Again, I know that many mensuffer FOR YEARS and practically RUIN THEIR HEALTH FOREVER trying to dose themselves with some patent nostrum that never could cure. NO TREATMENT AT ALL is what "cheap" treatment means in nine cases out of ten. The last state of the man is worse than the first. Just before you go a line further in this announcement, stop and ask yourself as to whether YOU are following in the foolish footsteps of the man who NEGLECTS limself? Are you trying to cure yourself with nostrums? Are YOU looking for treatment that will not cure? If you are, it is certain that you will regret it. It is NEVER TOO LATE to get on the right path, but at the same time remember that you cannot get there too soon. The best help in the world is none too good for you; you cannot get it too quickly. I offer it to you at the lowest fee possible.

YOU CAN PAY WHEN CURED



DR. TAYLOR,

I CURE PERMANENTLY Weakness, Varicose Veins, Organic Weakness, Debility, Losses, Hydrocele, Contracted Diseases, Specific Blood Poison and all reflex ailments.

EXAMINATION FREE

I offer not only FREE Consultation and Advice, but of every case that comes to me I will make Careful Examination and Diagnosis without charge. No alling man should neglect this opportunity to get expert opinion about his trouble.

If you cannot call, write for Diagnosis Chart. My offices are open all day from 9 A. M. to 8 P. M., and Sundays from 10 to 1.

CORNER SECOND STREET, PORTLAND, OREGON,

WHEN IN PORTLAND VISIT OUR FREE

MUSEUM OF ANATOMY 2911/2 Morrison Street (Upstairs) Bet. Fourth and Fifth Sts.

A great collection of lifelike subjects demonstrating perfect and diseased conditions of men.

WE CURE

Quickly, safely and thoroughly, Nervous De-bility, Blood and Skin Diseases, Sores, Ulcers, Swollen Glands, Kidney, Bladder and Rectal Diseases, Prostate Gland Disorders and all Contracted Special Diseases of Men.

Consultation and examination free. If you cannot call, write for question list and free book.

MEN: IF IN TROUBLE, CONSULT US TODAY Hours: From 9 A. M. to 8 P. M., and Sundays from 10 to 12.

The Oregon Medical Institute 2911/2 Morrison St., bet., Fourth and Fifth, Portland, Oregon.