PORTERS HIRE 70 OF TWOHY'S MEN

Harriman's Rivals Comment on Stoppage of Work by Deschutes Company.

DENY ANY HOLD-UP GAME

Contractors Give Figures to Prove They Are in Earnest-Expect, if Not Hindered, to Reach Madras Within Fifteen Months.

THE DALLES, Or., Aug. 12,-(Spe THE DALLES, Or., Aug. 12.—(Special.)—Early this morning a telephone message from Johnson Porter, of Porter Bros., at Shaniko, announced that he had employed 70 men recently turned off from the Harriman camps pending the decision in the forthcoming hearing on the injunction restraining the Two-hys from further operations in the disputed territory along the Deschutes ranyon.

This confirms the reports of the pre-This confirms the reports of the previous day which declared that the Two-sy Bros. were letting many of their men go, and substantiates the statement made by the Porters that they intended to employ every man dismissed by the Harriman contractors. Johnson Porter left The Dalles on Wednesday's for Grass Valley, as reported in yesterday's Oregonian, with the intention of hiring all the available men turned off from the rival camps. The crew of 70 which he secured, exclusive of the many stragglers who have drifted into his camps, Johnson Porter obtained in the vicinity of what is known as "The camps, Johnson Free transfer wielnity of what is known as "The Cove." 16 miles above Shearar's Bridge and those were immediately transferred to the Oregon Trunk camps at and near Free Bridge.

Action May Be Significant.

Although it is maintained by the Har-Although It is maintained by the Tanriman partisans that the fact the Twohys are letting many of their men go
has little real significance, and is simply the natural result of the injunction
restraining the Harriman forces from
further work at present, the adherents
of the Oregon runk interests declare
that much more is benind the move.
They ask why it is that the Harriman
laborers are turned out of work if
their employers believe the result of
tomorrow's hearing will be a cancellation of the injunction and resulting permission to renew construction operations. Particularly they dwell on the
pseuliarity of shutting down camps in
isolated places where substitutes to
those dismissed can only with great difficulty be obtained, if the operators of
these camps are sure, as they say they
are, that work can be renewed in a nan partisans that the fact the Two-

The injunction in question was granted on August 2 by United States Judge Wolverton upon the application of the Oregon Trunk Railroad, and restrains the Twobys from further conrestrains the Iwonys from turther con-struction work in the southern 60 miles of the disputed territory. To-morrow is the date fixed for the hear-ing, when the Harriman representa-tives may appear with evidence show-ing why the injunction should not be made persetting.

Feeling of Uncertainty Prevails.

A general feeling of uncertainty seems the field operations who are only indi-rectly interested, as the local merchants, while from the parties chiefly interested only expressions of absolute confidence in the successful outcome of affairs can be secured. But whatever the proceedings in the courts, and whatever the general-ship of the Deschutes constructionists, it is generally conceded that the Porter Bros. are straining every nerve to take full advantage of the respite from hos-tilities given by the restraining order.

ade by the Porters there is every indication that they are pressing an ever increasing number of men into the work. Several times a day their representatives make the rounds of the various resorts of the unemployed here at The Dalles. The saloons and shady corners are crowded with those who are "blowing and all of these that the Porter agents are able to secure are shipped out to the camps in one of the 50-odd teams that are constantly freighting supplies from the warehouses to the canyon camps. Today the Poriers announced that they have just entered into a contract with the medical firm of Dutton & Russel, of Spokane, to whose hands the redical care of the men in the field will medical care of the men in the field will be intrusted. The Spokane firm alroady has a representative in the canyon. Dr. Fred Thompson, and in the course of the week hospitals will be installed at advantageous points. It is intended to maintain four of five of these, with the principal and permanent one at Grass Valley, although all the locations have as yet not been determined. There are at present 20 Forter camps with approxiat present 20 Porter camps with approxi-mately \$00 men, all of whom will here-after be under medical supervision.

Porter Gives Some Figures.

Richard Porter seemed particularly deaniconard Forter seemed particularly de-sirous that the magnitude of the opera-tions his firm is undertaking should be understood by the public, for he has lit-tle patience with the critics who accuse the Oregon Trunk of working on a "hold-up same."

up game.

"As indication of the substantiability of our intentions," said Mr. Porter today, "let me lay before you some facts and figures. I have just ordered from Vancouver 100 one and a half yard cars which will be rushed to the scene of action. Three cariosds of light rails are now on the road between here and Shaniko, and Three caricals of igni ran the road between here and Shaniko, and to give an idea what the commissary end of railroad building amounts to, FB tell you that our grocers purchases up to date come to something over 100,000

pounds. "Why, look here," continued Mr. Por-ter, showing an order to a Fortland wholesale house, "here's an order for three tons of butter. Doesn't look like "buffing," despite all the pessimists, does

bluffing, despite all the pessimists, does it?

It is ascertained that in the neighborhood of \$25,000 has been spent by the Porters in The Dailes, and, according to Richard Porter, over \$100,000 has siresdy been expended in construction work, entirely exclusive of the cost of surveys and the expenses entailed in litigation. A fact of possible significance in connection with the shipping of Porter Bros. supplies from Portland and northern points is, as previously pointed out, that much of the materials come in on Hill's North Bank road, in preference to the O. R. & N., and are ferried across the Columbia from the Grand Dalles to be transported by wagon directly to the camps or reshipped to points on the Great Southern and thence hauled over the wagon roads the Porters are maintaining into roads the Porters are maintaining into

Reach Madras Within 15 Months. Mr. Porter was reticent as usual regarding the facts of vital interest to the public. Madras as a terminal point was as good as any other, for the present,

he said. "When we get that far there will be time enough to talk about the rest of Central Oregon. As I've said before, once out of the canyon there is room for a dozen roads, so there is no telling how far we may keep on. Yes, I don't mind saying that if we're not blocked by legal complications, the road should be completed to the end of the present survey in about 15 months."

When asked if he had anything to say regarding the latest timber tonnage to regarding the latest timber tonnage to be developed in Central Oregon. Mr Porter replied:

Porter replied:

"Certainly the timber is a vital factor to a railroad in that section. I believe a road that tapped the Deschutes country could count on 500 cars of lumber a day for 20 years."

The merchants of The Dalles, who have been supplying the contractors, express great faith in the completion of the roads, maintaining that no such sums as are being paid out would be expended in supplies and permanent parapheranila unless actual construction was intended. The town is, of course, overflowing with rumors and "inside information," chiefly maintaining that the Gregon Trunk will bridge the Columbia at the mouth of the Deschutes lumbia at the mouth of the Deschutes to connect with the North Bank.

Plenty of Traffic Ahead.

Pienty of Traffic Anead.

The Dalles merchants, who are in a position to be in touch with the economic conditions of Central Oregon more thoroughly than any others, say that there is ample business for two roads. They report the number of settlers who have entered the country in the last year as in the thousands and give some startling figures indicating the value of their exports to Central Oregon points. The opinion is universal that if either road gets into the country heyond the canyon, a continuance to the timber belt will be inevitable.

RIVALS SEEKING PLACE

a well-known local insurance man, while Meredith is city treasurer and treasurer of various institutions and organizations. He has been actively connected with the work of the Republican county central committee for

many years.

Southwick is an old party warhorse, has lived in Salem a long time
and is developing strength. He is a
member of the G. A. R., with a CivilWar record, and will have the backing
of that organization. He is a contractor.

Postmaster Farrar is considered, in Postmaster Farrar is considered, in some quarters, the strongest candidate in the lot. It is suggested that Mr. Hawley might stir up less strife among his countituents by reappointing Farrar than by picking one of the numerous rivals of the present incumbent for the place. Postmaster Farrar's term does not expire for nearly a year, and it is probable there will be no definite announcements until next Spring.

ROW ON IN GREEK COLONY

Oregon City Excited When Pistol Shots Are Heard.

OREGON CITY, Or., Aug. 12.—(Special.)—Tom Mermenks, one of a small colony of Greeks living together in West Oregon City, fired two shots at Makes Sotereu tonight, beither taking

effect.

Mermenkes joined the trouble band this morning when he assaulted Jimmy Economes in the paper mill where both men were working. A warrant was sworn out against Mermenkes, but it was not served, and tonight the Greek was not served, and tonight the Greek precipitated great excitement by pursuring Sotereu, revolver in hand as far up the hill as the residence of Mrs. Jesste Smith, where Sotereu evaded his enemy by finding refuge in the house. Mermenkes then returned to his own dwelling and locked himself in. Before shooting at Sotereu, he hald in wait for his constraint with a club and fore shooting at Sotereu, he laid in wait for his countryman with a club and sprang from behind a rose bush at Soieceu who was not severely injured. The Greeks cannot speak English freely and their trouble is difficult to

Shoe bargains at Rosenthal's sale. **

DESCHUTES FIGHT

Made Prior to Incorporation in' Oregon of Opposition Rallroad Company.

On the question of whether or not the Deschutes River is a canyon or deflic in large measure depends the outcome of the struggle between the Oregon Trunk and the Deschutes Railroad Company, the latter a Harriman extension, for the occupancy of a route up the Deschutes River for building a railroad into Central Oregon. This much was indicated yesterday when W. W. Cotton, general counsel for the Harriman lines, made the trai oregon. This index is considered by several when W. W. Cotton, general counsel for the Harriman lines, made the first official statement on behalf of the Deschutes Railroad which has been made since the Oregon Trunk began its fight against the Harriman forces to gain an entrance to Central Oregon for the pur-pose of constructing a railroad into that

Mr. Cotton intimates that the regular-Mr. Cotton intimates that the regularlity of the incorporation of the Oregon
Trunk and its legal right to the surveys
it has made will be attacked when the
pending injunction cases come before the
United States Court. If will be contended by the Harriman people that the
Oregon Trunk was incorporated in the
State of Nevada, April 3, 1996, and, being
a foreign corporation, undertook to legalize its operations in this state by conforming to the Oregon laws on April 12
of the same year.

SALEM. Or. Aug. 12.—(Special.)—
The return of Congressman Hawley, who is expected here tomorrow, has caused renewed interest in the contest for the Salem postoffice, although it is not anticipated that the Congressman will make his position in the matter known for several months. There are a number of candidates, including George P. Litchfield, F. R. Southwick, H. D. Patton, Alonzo Gesner, John Roland, Meredith and Squire Farrar, the present incumbent.

Roland, Meredith and Farrar are believed to be strong candidates, although there are some who are of the opinion that Senator Bourne will have some voice in the selection of new postmaster, and who, in that case, are pinning their faith to Hal D. Patton. Patton was a member of the Lower House of the last Legislature, and was elected on a statement No. 1 ticket. Roland is a well-known local insurance man, while Meredith is city treasurer and treasurer of various institutions and the contest of or the state of Nevada, April 3, 1966, and being a foreign corporation, undertook to legalize its operations in this state it porming to the Oregon laws on April 12 of the same year.

Right of Company Questioned.

While it will be admitted that the rival road made its surveys south of the interior did not have the right to approve such surveys, for the reason that the Oregon Trunk was not authorized to do business in this state at the time the surveys were made. According to the affidavits of its officers which have been filed, the Oregon Trunk represents that it made its surveys between February 25 and April 3, 1906, the latter do not not only the provide the foreign laws on April 12 of the same year.

Right of Company Questioned.

While it will be admitted that the rival road made its surveys south of the first 40 miles prior to that of the Deschance of the polarize its operations in this state to the origin to the Oregon laws on April 12 of the same year.

The Harriman people will contend fur-The Harriman people will contend the that they have a priority right to their survey for the first 40 miles of their projected road and will insist—that the second suit filed by the Oregon Trunk, yesterday and applying to the first 40 miles was not brought in good faith, but is intended only for the purpose of delaying the approval by the Interior Department of the mans and survey of the ment of the maps and survey of the Deschutes Company which are still pending for the remaining 50 miles of its road. In presenting the Harriman side of the controversy Mr. Cotton yesterday made the following statement regarding the history and operations of the Deschutes Company and the Oregon Trunk:

Statement of Mr. Cotton.

Statement of Mr. Cotton.

The Deschutes Railroad Company was incorporated February 2, 1908, and as required by the act of Congress granting right of way to railroads, filed its articles of incorporation with the Secretary of the Interior on February 10, 1906, and such facts were published in the local papers. The articles prescribed a route up the Deschutes River, and the surveys of such line were commenced on February 12, 1908.

Two maps of the first 20-mile sections were filed with the Secretary of the Interior. The land over which the right of way lay was within a reclamation reserve. The reclamation service objected to the grant of the right of way, and the company was ordered to survey a route 20 feet above the water level, from the mouth of the Deschutes River to Sherar's Bridge, a distance of 40 miles. The company made an examination as to the feasibility of so construction are first provided the reclamation service that the elevation of the railroad for this entire distance would increase the cost to such an extent as to prohibit construction.

The reclamation service modified its requirements and recommended that the company made an examination service has the constitution of the realization of the reclamation service and remains on the west side of the river and runs along the west side for about 28 miles, then it crosses over to the east side and remains on the west side of the river and runs along the west side of the river and runs along the west side of the river and runs along the west side of the river and remains on the west side of the river and runs along the west side of the river and runs along the west side for about 28 miles, then it crosses over to the east side and remains on the east side until the mouth of Trout. Creek, the line would be elevated 100 feet above.

The reclamation service modified its requirements and recommended that the company was ordered the service objected to the routh of the cast side of the river and runs along the west side for about 28 miles, then it crosses o

resize the cost to such an extent as to prohibit construction.

The reclamation service modified its requirements and recommended that the company be allowed a right of way, provided the line would be elevated 100 feet above the water level, at one dam site, about 40 miles from the mouth of the river. This was announced to the company in the letter of the Commissioner of the General Land Office dated April 18, 1907, and in the Summer of 1907 the company again resurved the first 40 miles and filed map complying with the requirements of the reclamation service. These maps were held in the Interior Department for further examination by the reclamation service. These maps were held in the Interior Department for further examination by the reclamation service, and on March 25, 1905, were recommended for approval by the Commissioner of the General Land Office. When this resommend dation was made, the company commenced surveying and did survey the remainder of the principal points of conflict between the little one was found just as it had been left, apparently by adestitute mother.

A few days ago a pretty, refined young wear side, then over to the east side, then over to the east side of the river for the matter of the company again results and makes two crossings of the river that the Oregon Trunk has survey; and that the Oregon Trunk has survey covering the west side of the river for the multi-state of the company of the reclamation service. The matter of the sast side, then over to the east side of the river for the six miles and makes two crossings of the river that the Oregon Trunk has survey. A few days ago a pretty, refined young wear side, then one deserted baby, appeared on the east side of the river for the matter of the company to the west side and then back to the east side, then over the company to the west sid

Maps Not Yet Approved.

three maps of such route in the Fail of 1908.

Maps Not Yet Approved.

These maps are not yet approved by the Secretary of the Interior, but have been recommended for approval by the Commissioner of the General Land Office. The cause of the withholding of the approval by the Secretary of the Interior was the protest of the Oregon Trunk Line, to the effect that the Deschutes River is not a canyon or defile. This protest relates to the point of conflict between mileposts 70 and 82. In this connection, the canyon or defile provision of the right of way not is to the effect that no railroad company whose right of way passes through any canyon, pass or defile, had prevent any other restrond company from the use of such canyon, pass or defile, in common with the road first located. It follows, therefore, that if the Deschutes River is a canyon or defile, the protest of the Oregon Trunk Line will not prevent the approval of the maps of the Deschutes convenuy.

In view of the fact that the Oregon Trunk Line procured that the river was a canyon or defile, and is now undertaking by a suit filed today in the circuit Court of the United Saites, to adjust the rights of the Cinted Saites, to Adjust the protest of the Oregon Trunk Line was a canyon or defile, and is now undertaking by a suit filed today in the circuit Court of the United Saites, to adjust the rights of the companies as to this second 20-mile section, on the ground that the river and the lower river, it certainly seems that the protest of the Oregon Trunk Line was incorporated under a law of Newada, and its articles of incorporation, the Deschutes River in corporation were liled in Nevada on February 24, 1966, 22 days after the Deschutes Company was incorporated. Reing a foreign corporation, the Creek, and its officers swore to affidavits to the effect that the surveys were made between February 25 and April 3, 1998, When these dates

Former Decision Cited.

Former Decision Cited.

The articles of incorporation of the Oregon Trunk were not filed with the Secretary of the Interior until April 12, 1966. Under the decision of the Supreme Court of the United States the Washington & Idaho Raliroad Company—the Coeur d'Alens Raliroad Company—the Oregon Trunk the Oregon Trunk would acquire no right in the nubile land as the result of such a survey. The maps of the Oregon Trunk Line have all been approved.

And therefore its survey is apparently prior to that of the Deschutes Company on that portion of the river lying south of the 40-mile post. The Deschutes Company, however, will insist that the Secretary of the Interior had no power to approve such maps under the act of Congress, owing to the fact that the Orgeon Trunk Company was not authorized to do business in the state at the time the surveys were made, and that any grant of right of way on such maps sind such survey was a fraud upon the public lands. The reason why the Deschutes Company will so haist is because the Oregon Trunk has attempted to enjoin the Deschutes Company for mo constructing its line between mile post 70 and 82, and its attempting to hold up the approval of the maps of the Deschutes Company in the Interior Department.

When the Commissioner of the Land Office had before him the maps of the Land Office had before him the maps of the further fact that the Deschutes Company had attempted to comply with the requirements of the scelamation service, and ordered that the maps of the Oregon Trunk Company be rejected, unless that company could show that the Deschutes River, the Commissioner of the further fact that the Deschutes Company could show that the Deschutes River was a canyon or defile within the language of the act. The mate finally came before the Secretary

File Under Canyon Act.

The suit filed today by the Oregon Trunk Company in the United States Court is an attempt on its part to obtain the benefit of the canyon act, but the Oregon Trunk Company, notwithstanding the peterity, of the Deschutes Company, seeks to have the Deschutes line conform is its line, and this the Deschutes Company in view of its priority, will naturally resist. The Deschutes Company also understands that the Oregon Trunk Line survey is on the water level, whereas the Deschutes survey is above the water level, as required by the reclamation service. The Deschutes Company may be missaken as to the level of the Oregon Trunk survey. File Under Canyon Act.

Mail Orders and Inquiries Given Prompt Attention. Tull & Gibbs, Inc. Complete Housefurnishers

Store Opens at 8:30, Closes

Women's, Misses' and Children's Summer Garments Priced Special

Skirts at Half Our Entire Separate Skirt Line in

The Skirt Section announces this three days' Reduction Sale of their entire line-chiffon and panama skirts in black, blue and light and dark grays. Fine voiles, neatly tailored and trimmed with folds of self materials or

White serges and panamas—gored and full-flared models—in both the

plain and Princess styles. Novelties in stripes and checks-strictly tailored and up to the mark in

style and workmanship. . \$6.00 Skirts marked at.....\$3.00 \$12.50 Skirts marked at.....\$6.25 \$7.50 Skirts marked at \$3.75 \$15.00 Skirts marked at \$7.50 \$10.00 Skirts marked at \$5.00. \$18.00 Skirts marked at \$9.00



All Lingeric Waists

In Low Necks and

Dutch Collars at Half

Lingerie styles in fine mulls, batistes and sheer linens, beautifully trimmed in laces, embroidery and dainty touches of Irish crochet.

The popular low-neck and Dutch collar styles that have gained so much in favor this season. The reduced prices barely cover the cost of materials alone.

\$7.50 Waists for ... \$3.75 \$1.50 Waists for 75¢ \$8.50 Waists for ... \$4.25 \$3.95 Waists for ... \$1.98 \$10.00 Waists for ... \$5.00 \$5.00 Waists for ... \$2.50

Children's Coats at Great Reductions

Garments, all wool, in fancy stripes, black and white checks, dark mixtures, plain colors in tan, red, white, cadet and navy-a splendid assortment of neatly tailored coats in sizes from 6 to 14.

\$3.75 and \$3.95 Coats at\$2.50 \$6.95, \$7.50 and \$8.75 Coats at\$4.50

RECLAIMS DESERTED BABE

Mother Persuades Foster Parents to Give Up After Nearly Year.

SEATTLE, Wash., Aug. 12 .- (Special.)-

the young woman, who related graph-ically the circumstances of the memorable night last November, Mrs. Short consented, with tears, to return the child to its rightful parent.

MARINE SERGEANT SUICIDE Despondent Over Reprimand, Petty

Officer Cuts Throat. SEATTLE, Aug. 12.—Despondent be-

cause he had been reprimanded, Sergeant F A Bruger, of the marine guard of the cruiser Tennessee, now at the Puget Sound Navy-yard at Bremerton, committed suicide by cutting his throat with a knife. Bruger ran away from his ship last

night after he had been reprimanded and relieved from duty. This morning he was found on the outskirts of the yard. the Marine Hospital, where he died.

CRACK SHOTS TO COMPETE Cottage Grove Guardsmen Start for

Camp Perry.

COTTAGE GROVE, Or., Aug. 12.—(Special.)—Sergeants Potts and Mooney left Wednesday night for the Camp Perry, O., rifle shoot. The Company E Fourth Infantry. O. N. G., team, of Cottage Grove, carried off the cup by 465 points out of a possible 500.

The members of this team ore Lieutenant H. H. Petrie, Sergeant Snodgrass, Captain J. C. Johnson, Sergeant Butta Mooney, Sergeant James Potts.

Hunters Are Injured.

EUGENE, Or., Aug. 12.—(Special.)— telephone message to Eugene this vening brought word that the team and wagon conveying Constable Plank and family on an outling in the moun-tains, along the Willamette River, went through a bridge, throwing the family out, breaking Mr. Plank's wrist, dislo-cating his son's ankle and bruising the others considerably. They have started back home.

Will Speak in McLoughlin's Honor. OREGON CITY, Or., Aug. 12.—(Spe-ial.)—Frederick V. Holman, of Portland, sident of the State Historical Society,

duced a sum of money to refund the Shorts for their care of the child and the cost of its keeping.

dent of the Oregon Pioneer Association, have been invited to deliver the addresses at the memorial services to be Shorts for the case of the little girl was born to the sweetheart of a young son of a rich California paint and oll man.

After being convinced by the story of t on that day and invitations will be issued to prominent ploneers throughout the state

THE TEXAS WONDER

Cures all Kidney, Bladder and Rheu-matic troubles; sold by all druggists, or two months treatment by mail, for \$1. Dr. E. W. Hall, 2926 Olive Street, St. Louis, Mo. Send for testimonials.

FIVE DOLLARS DOES IT!

August This Year Already Ahead of August Last Year.

We have so far in August sold more pianos than we sold during all of August last year, and in August last year we sold exactly 200 instruments. What does this mean?

It means that Ellers Piano House is the one piace in town where one secures more actual, solid, piano worth cures more actual, solid, piano worth for the money than at any other place. It means that the special rale of Pianoia Pianos now being conducted is attracting the most widespread atten-

tion.

It means also that the sale of new planos, which has been advertised during the past several days, is being taken advantage of by many who never heretofope even dreamed of being able to own a good, sweet-toned, durable plano.

plaho.

\$5 a month looks easy, and it certainty is easy for any home to supply itself with the best and most refining influence that can come to it—a good

self with the best and most refining influence that can come to it—a good plano.

During the present midsummer dullness East we found two well-known piano manufacturers with a large stock of finished planos. They were terribly anxious to realize. We secured these latest high-grade pianos at a most extraordinary reduction. We pass this advantage along to wideawake midsummer buyers. We are showing samples now—see them today at iterali Salesrooms, 353 Washington Street.

Bear in mind, we guarantee every instrument as to quality, and also as to price. Your money back if at any time within six months you can huy the same grade of pianos elsewhere, East or West, at anywhere near such low prices.

Special—Ordinarily our sale price is the cash price. Buyers "on time" pay simple interest at 8 per cent per annum. Those wishing to pay cash within 30 days after delivery of piano will receive as premium aper cent.

Should you later on want the very best in the world, the Chickering or the Kimball, or that beautiful art piano, the Weger, or the Planola Plano, we will at any time within two years allow total price-paid for these planos in exchange toward the former.

Ellers Plano House, the Home for Fine Planos, Biggest, Busiest and Best, 353 Washington Street.

BIG BAND CONCERT **ESTACADA PARK**

SUNDAY, AUGUST 15, 1909

Donatelli's Famous Band Will liven things up with good music during the day.

FARE 75 CENTS ROUND TRIP Meals Estacada Hotel 50c

Spend the day on the beautiful Clackamas. Trains leave East Water and East Morrison streets every hour.

Portland Railway Light & Power Co.

WOMEN OF GARFIELD BREAKING GROUND FOR NEW CHURCH



om Left to Right-Miss Sylvin Mauring, Mrs. Ben Manring, Mrs. Nancy Carson, Mrs. A. McClure, Mrs. C. D. Boyd, Mrs. A. H. Plummer, M. R. Harding, Mrs. Jope, Mrs. A. Faulkner, Mrs. William Laird, Mrs. Reed, Mrs. Pratt, Mrs. Brooks, Mrs. Rogers. In Front Are Little Maud son and Harold Reed.

GARFIELD, Wash. Aug. 12.—(Special.)—Garfield is soon to have one of the most imposing Christian Church buildings in the Inland Empire outside of Spokane. Thursday the ground was broken for the building by members of the Ladies Aid Society of the church.

Rev. Mr. Jope has been in charge of the Church at Garfield for the past two years and in that time the building has been enlarged twice. The Christian Church of Garfield is the strongest in the city, and has a membership of nearly 399, more than half the number taking membership during the present pastor's administration.

The church was organized January 19, 1369, and was presided over by Rev. Leonge F. Stivers for nearly 15 years. The new building will be constructed of cement blocks. The main room will have a seating capacity of 309. There will be separate departments for Eible school and class-constructed of cement blocks. The main room will have a seating capacity of 309. There will be separate departments for Eible school and class-constructed of cement blocks. The main room will have a seating capacity of November, when the membership will begin a protracted meeting.