CAR LINE DEFENDED

Josselyn Says Expenses Far Exceed Earnings.

TRAFFIC GROWS RAPIDLY Victim of Chloroforming Doesn't

Preliminary Expenditures of \$3,-600,000 Outlined for Coming Year, and Even This May Be Increased Still Further.

"Charges that the Portland Railway, Light & Power Company has not endeavored to keep pace with the growth of this city are not supported by the facts," said B. S. Josselyn, president of the street rallway company, yesterday. "Since January 1, 1997, this company has expended on its properties \$5,150,000 in excess of its actual net earnings. This statement does

actual net earnings. This statement does not include any dividends.

"The net earnings from operation for this period, the revenue for November and December being estimated, not including taxes, bond interest or bridge rentials, have been \$5,590,000. The fixed charges for the three years have amounted to \$4,150,000, reducing the actual net earnings to \$2,350,000. For the same three years, the expenditures of the company for betterments and improvements aggregate \$3,500,000. From these figures it may gate \$3,500,000. From these figures it may be seen that the company has actually spent in three years \$6,150,000 more than net earnings from operation have

More Millions to Be Spent.

"In addition to the foregoing statement might add that the company already has laid out preliminary expenditures for he coming year of \$3,000,000, which will be even further added to when the work con

templated has been completed.

"What is more, the records of the company show that in the same length of time we have expended approximately \$550,000 for new cars. The fact is that in three years we have more than doubled the equipment of our street railway sys-tem. Ninety additional cars were ordered and delivered during the year 1907, 25 more were received in 1908, and the delivery of another 40 is being completed this year, making a total of 155 cars. Each of the new coaches carries 20 per cent more people than any of the old cars, so that, in fact, the 155 cars are the equivalent of 185 of the old trans. equivalent of 186 of the old type.

Traffic Is Increasing.

"In 1908 travel on the streetcars increased 6.7 per cent over that of 1907.
while to date the passenger business for 1909 over our system has been 10.9 per cent heavier than for last year. Travel this year has been 14 per cent greater than in 1907, while the company's car equipment in carrying capacity has been increased more than 1909 per cent.
"Favorable as this whether the state of the company of the company of the company's car are supported by the company of the compa

increased more than 160 per cent.

"Favorable as this showing of increased equipment is to the company, the figures would appear even better for the company but for the fact that, under our franchise, we are required to maintain a li-minute headway, or schedule, on several divisions of our system where the travel does not warrant that service. Among such may be mentioned Burnside, Thirteenth, Russell, Grand avenue and Kenton cars. These cars, running light, destroy the general average. In other words, we are required under our franchises to give these sections of the city a maximum service, while the patronage does not warrant it."

Mr. Josselyn furnished figures showing

Mr. Josselyn furnished figures showing the expenditures of the company annually for the last three years, aggregating \$8,542,427, as follows: In 1907, \$3,138,997; 1908, \$2,903,450; 1909 (November and December estimated), \$2,500,000.

OREGON WHEAT BEATS WORLD

Blue Stem Grown in Central Oregon Wins First at Omaha.

That Oregon is a wheat-producing state That Oregon is a wheat-producing state is evidenced by the fact that to Thomas Martin, of Klamath Falls, was yesterday awarded the first prize for the best sheaf of blue stem wheat at the National Corn Exposition, Omaha, the competition being

This information was contained in a telegram from S. J. Ellison, general passenger agent of the Great Northern Railway. St. Paul, received yesterday by H. A. Jackson of the Great Northern in this city. Mr. Ellison requested that Mr. Martin be advised by wire, which was im-

This sheaf of wheat was grown near the line of the Oregon Trunk Railway, which the Great Northern is building into Central Oregon, and was first exhibited at the National Dry Farming Congress at Billings, Mont., and was taken to Omaha to be exhibited at the National Corn Exposition as one of the best samples of grain grown on lines of the Great Northern. One of the special prizes offered by James J. Hill for grain grown on Great Northern, lives in the states. on Great Northern lines in the states of Oregon, Washington and Montana, was

S. P. TO CROSS ROAD OVERHEAD

Grade of Beaverion Is Changed. Milwaukie Approves It.

MILWAUKIE, Or., December 9.—(Special.)—Work on the Willsburg-Beaverton branch of the Southern Pacific Railroad through Milwaukie has been suspended, pending a change of grade in the south end of Milwaukie, which will permit the railway to make an elevated crossing of the county road. As the change will remove all danger, the City Council here move all danger, the City Council here favors it. It is proposed to carry the county road over the track.

right of way has been graded through Milwaukle and plies are on hand for the trestle across Kellogg Slough. Work will be resumed as so road crossing has been settled. laying will be started next month.

CHEHALIS SELLS ROAD RIGHTS

Franchise Granted for Electric Line Through County.

MONTESANO, Wash., Dec. 9.—(Spe-rial.)—Eldridge Wheeler, of this city, and others, were granted a franchise to build and operate electric lines over the county roads of Chehalis County, by the Board of County Commissioners, the vote being

County Engineer will designate which roads may be used and which may not. It is the intention of the road to build from here to the lower harbor immediately, and to other parts of the county as fast as possible. It may eventually run to the Sound.

ROSEBURG, Or., Dec. 8.—(Special.)—
The first carload of homeseekers to arrive in Douglas County direct from the East, will arrive in Sutherlin next Saturday direct from Minneapolis. This car is sent by the Luce Land & Development Co., who operate their own cars.

company owns a large acreage of or-

Rairload Personals.

C. I. Tuttle, assistant general freight agent of the Oregon Short Line at Salt Lake was a Portland visitor yesterday.

Henry Blakely, general Western freight agent for the Northern Pacific, with offices at Tacoma, was in this city yes-

CLERK REFUSED BY GIRL

Want Assailant for Husband.

Charles Tabler, the grocery clerk who Charles Tabler, the grocery chief who chloroformed Marie Buskuhl, a domestle in the home of T. J. Seufert, 705 Brazes street, on November 29, was held to await the action of the grand jury yesterday morning in the Municipal Court.

Tabler made overtures to the young wo man through her attorney to marry her and have the case dismissed, but this pro-position was refused by the girl and Tabler will have to stand trial. The alleged suicide pact, said to have existed by Tabler's friends, was denied by Tabler's friends, was taken by Tabler yesterday. When the case was called before Judge Bennett, Tabler decided not to have a hearing in the Municipal Court and waived examination

PERSONAL MENTION.

Thomas Carmichael, a merchant of Gaston, is at the Imperial.

J. C. Hostetter, son of the postmaster at The Dalles, is at the Cornelius. W. K. Taylor, of Corvallis, a promine dairyman, is registered at the Oregon.
C. L. Reames came down from Medford day, and is at the Oregon Hotel. M. S. Hauser, merchant of Oakland. arrived at the Nortonia last night. G. B. McLeod, connected with the Ham-nond Lumber Company, of Astoria, is at

the Hotel Portland. Mrs. J. Collins, proprietor of the North-ern Hotel, of Astoria, is at the Ramapo for the week.

Thomas Froman is among the promi-nont milk producers and makers of but-ter at the Imperial.

J. H. Ballinger, son of the Secretary of the Interior, arrived at the Hotel Portland yesterday morning. R. E. Babson, cattle-grower and man of affairs in the Hood River district, is

registered at the Cornelius. Mrs. May D. Bybee is still confined to her bed in Good Samaritan Hospital and is recovering slowly.

Frank Logbary, milk and butter mer chant of Monmouth, is attending the state dairy convention, and is at the

Eugene Glenn, professor of music at the University of Oregon, arrived from Eugene last night, and is at the Hotel

J. H. McConnell, milk gleaner and but-ter-maker of Shedd, is in the city for the session of the state dairymen. He is at the Imperial. J. C. Costello, director of the Trojan

Powder Company, of Oakland, Cal., i at the Hotel Oregon, and will remain dur Miss J. A. Lotan, bookkeeper at the Nortonia, yesterday returned to her desk after a vacation of two weeks in Southern

George Pennoyer, large cattle-owner and prominent in political circles around Thermopolis, Wyo., is inspecting the new packing interests here, and is registered

at the Hotel Seward. Dr. W. L. Nichols, of Ashland, who is largely interested in the dairy business of his section, together with Mrs. Nich-ols, is registered at the Perkins.

R. M. Gaston, implement dealer at Astoria, arrived at the Imperial yesterday evening, and will remain pending the arrival of friends from the East. J. M. Woodworth, clerk of Multnomah Camp No. 77, Woodmen of the World, is recovering from an illness that has kept

him confined to his home for the last two

up \$100,000 recently in dairying near Oak-land. Or., is a spectator at the dairy con-vention. He has reinvested his profits at Sauvies Island.

E. H. Rhoten and F. S. Craig, editors of the Pacific Homestead, an agricultural newspaper at Salem, are in attendance at the convention of milkmen, and are registered at the Imperial.

C. J. Shedd, owner of the well-known dairy and stock farm at the town of Shedd, as well as of the town itself, is at the Perkins, an interested visitor to the dairy show and convention.

William M. Janpote, of New York City, is on his second visit to the Coast in search of timber-land investments, and is at the Cornelius. Mr. Janpote made several investments here last year.

Mr. and Mrs. G. P. Washburn came to the Cornellus yesterday, and will remain in the city during the week. Mr. Washburn is largely interested in the dairy

D. H. Rooney, owner of registered Herefords, and engaged in ranching near Jefferson, came to the imperial yesterday with a firm conviction that he could convince the state dairy convention that his favorite cattle were at bome in a dairy. F. I. Dunbar, ex-Secretary of State, came up from Astoria yesterday, and is at the Hotel Portland. Mrs. Dunbar is visiting the holiday displays, while Mr. Dunbar is attending the convention of

Mr. and Mrs. Charles Guzman arrived at the Perkins yesterday morning from Ketchikan, Alaska. Mr. Guzman is one of the prospectors who have tallied on the register of success in the Northern gold fields. He will go on to California. Councilman L. O. Belland, of Astoria, left Portland last night for New York City, whence he will sail December 15 for a visit to his parents at Stavanger, He is superintendent of the

Columbia River Salmon Packers' Asso-clation cannery at Nushagak, Alaska. E. C. Geddis, breeder of fancy milk cows and an advocate of advanced ideas in sanitation, is attending the sessions of the dairymen at Woodmen Hall. Mr. Geddis speaks for the milk producers of Medford, and is an enthusiast in urging the claims of Oregon as an ideal dairy

country. He is accompanied by his wife Walter S. Martin, son of one of the realthy pioneer families of San Francisco and one of the Horse Show set of the Golden Gate, is at the Hotel Portland. Henry Blakely, of Tacoma, an official of the Northern Pacific Rallway Com-pany, passed through Portland yesterday, en route to California. Mrs. Blakely accompanied him.

CHICAGO, Dec. 9 .- (Special.)-The folowing Oregonians registered at leading hotels here today: From Portland—J. C. Yancey, Mr. and Mrs. E. S. Streeter, at the Alvin T. Powers and wife, at Powers and wife, at the Great

NEW YORK Dec., 9 .- (Special.)-L. Q. Swetland, one of the directors of the Portland Rose Festival, has been in New York recently, in connection with the anual festivity that New York should know more about. Mr. Swetland expressed himself as being much pleased with the out-He is now on his way back to

Co. who operate their own cars, and this will be the first of a number of cars that will be sent to Sutherlin, where the Tips."

Today is positively the last day for discount on West Side gas bills. Read "Gas Tips."

Alleged Postoffice Robber Is Calm Under Fire.

ROBERT J. BLAKE ON TRIAL

Accounts for Articles in Possession by Saying He Bought Them. Regarded as Desperate by Authorities.

Although believed by United States Postoffice Inspectors to be the principal in the burglary of postoffices and railway stations at Jefferson, Creswell. Irving and other points in Oregon during the last three months, Robert J. Blake calmly faced his accusers in the court of Com missioner Caunon yesterday afternoon and denied he was in any way connected with the affairs.

Blake was arrested by City Marshal Snodgrass at Cottage Grove, after an attempt to draw a revolver on the offi-cer, in a desperate hand-to-hand strug-gle in the shadow of a boxcar, where Blake attempted to hide when the Marshal was placing a gang of "hobos" under arrest. He is believed to be the most desperate criminal recently captured in Oregon.

After being remanded to jail in default of a bond of \$1500. Blake gave out an interview in which he attempts to establish the time-honored defens of an innocent purchaser of the articles found on him, and which have been identified as having been lost in the various robberies mentioned. "I want the people to understand that

I am not guilty of the charges brought against me," said Blake, as his light blue eyes shifted incessantly from one object to another in the office of the United States Marshal. "When Snod-United States Marshal. "When Snod-grass arrested me at Cottage Grove he found 27 books of stamps of different denomination on my person, but I had a right to them, because I purchased them from a fellow-lodger at Scattle. I never stole anything in my life."

Admits Being Deserter.

"I admit being a deserter from the United States Army at Fort Russell. I left there on the night of June 22. My company was to go on a march the next morning, and as I was a little bit disgusted with Army life, I just walked away. I went down to Cheyenne, where I purchased a suit of clothes, and then started for Butte. From there I went to Spokane and Everett, and then by boat to Seattle. The revolver I had was the regular Army gun and was terred to went by the terrette. gun, and was issued to me the night I deserted. The dirk knife they found on me I used in place of an ordinary jack-knife, which all travelers need. "At Seattle I stopped at a lodging-house on the waterfront and was placed in the same room with a man who told me he had a lot of stamps to sell, and I gave him \$5 for the layout. I intended to send them East for the nurrhase of jawelry which I thought I

purchase of jewelry, which I thought I could peddle."

When arrested, Blake had on a sult When arrested, Blake had on a of clothes which Henry Young, of ferson, identified as belonging to him saying they were stolen from the sta-tion after being returned by express from a pressing establishment. Blake says the suit is not the one he bought in Cheyenne, but that it was obtained in Seattle to replace the Wyoming clothing, which had become worn on the brakebeams.

Switch Keys Found.

the morning following the arrest the Marshal of Cottage Grove returned to the place of his encounter with Blake and there picked up a bunch of keys which have since been identified as belonging to the Southern Parise as belonging to the Southern Pacific and fitting the switch locks and depot Yale locks of that system. Such keys were taken from the cash drawer of the depot at Jefferson when that sta-

Blake admits he is traveling under an assumed name, and that he was christened Morton Mills by his parents in Pennsylvania. "I have been away from home since 1899," said Blake, or Mills, "and have not heard from any my people for five years. I enlisted in the Army in 1899 and was discharged in 1902. I again enlisted in 1909."
Questioned as to where he was dur-ing the seven years intervening be-tween the Army terms. Blake refuses to answer directly. Officers of the Government say they will show that Blake spent most of that time in

Attorney Charles E. Lennan has been appointed to defend Blake

PORT HOSTILE TO BRIDGE

(Continued From First Page.) that they will vote to permit the build-

ing of the bridge.

President Swigert declared that he will not vote 'or it, unless there is a 200-foot draw. He sharply criticised the action of the city in employing Mr. Modieski, declaring that "had the city secured any other engineer, this draw trouble never would have occurred." "Mr. Modieski is a man who is identified with railroad projects," said President Swigert to Mayor Simon. "He looks to the construction of a bridge just from the railroad standpoint, overlooking the fact that navigation has some considera-

"Well. Mr. Swigert, the city is building this bridge, "rejoined Mayor Simon.
"We are paying for it, we have designed
it and we will be responsible for it. You
will not be responsible. I think this
question of the rights of navigation has
gone pretty for The Williams. gone pretty far. The Willamette River is not a highway between two states, like the Columbia is, and we are all interested in it from the standpoint of crossing to and from our homes or in the process of business. While I think it is right and proper for the Port of Portland to use its judgment and to look properly for the rights of navigation, the people also have rights."

Mayor Opposes Long Draw.

Mayor Simon took a decided stand against building the bridge with a 300-foot draw, declaring that it is unnecessary, according to Engineer Modjeski, who is a renowned expert on that subject. It would cost a good deal more to construct the longer draw, he explained, without, accomplishing any material good, if the engineer's statements are correct. without, accomplishing any material good, if the engineer's statements are correct, said the Mayor, and he will not recede from this position. None of the other bridges is built with so long a draw, he pointed out, and this was admitted by all of the members to be true. They stated, however, that the proposed Broadway span is to be much farther down way span is to be much farther down stream, where it will affect navigation considerably more than any of the others, as they see it, although the bridge is projected to be 65 feet above the high water mark, permitting all vessels save salling ships to pass without the opening of the draw. ng of the draw.

The only formal action taken by the Port was to refer the subject to J. B. C. Lockwood, consulting engineer of the Commission, with a request to report at his earliest convenience. It is the pur-

pose of the Commission, as stated by President Swigert and sanctioned by the other members, to call a special session to determine the action of the Port at a date as early as is possible, when the information necessary for intelligent

Antagonism Is Apparent.

Considerable opposition and a strong spirit of antagonism were apparent while Mayor Simon and those accompanying him were present, but the real attitude of the members, as expressed by them, became much plainer afterwards Speak-ing without reserve, the Commissioners and they are not favorable to the project, and the burden of their remarks was that they were opposed to the heavy expenditure that is necessary to build the

'It is an awful waste of funds," said C. F. Adams. "If any business man would attempt to run on this basis, he would go bankrupt. I think the Steel bridge will be sufficient, when completed. I believe that there will be no further need of additional facilities; but if there should be, it would be ample time then to build the other bridge."
"Well. I certainly am in no hurry to build the bridge," laconically remarked

build the bridge," laconically remarked P. L. Willis.
"I believe that the new steel bridge will afford all the facilities that are necessary," said W. D. Wheelwright, "but if not, it is my opinion that the best thing to do is to build a tunnel."

In answer to a question by one of his colleagues on the Commission, Captain Pease said: "I am absolutely opposed to the Broadway bridge."

J. C. Ainsworth made no comment as

J. C. Ainsworth made no comment as to his opinion, and John Driscoll was ab-

Mayor Urges Plan.

Mayor Simon was given the privilege of the floor by the Commission, and he at once proceeded to urge the approval of the plans that have been adopted by the City Executive Board for the projected high bridge. He explained the argent necessity of having action expedited, and said that he would like very much to

said that he would like very much to have the Commission approve the plans at the session, so that the municipality could take up the subject with the War Department and get approval there, which is absolutely necessary.

President Swigert asked Mayor Simon whether he had done anything toward building a 300-foot draw. The Mayor replied that he had not; that Engineer Modjeski had assured him this would only entail an unnecessary burden of expense, and would serve no good purpose. Mr. Swigert continued to argue in favor of the longer draw, saying it would not cost enough more to be of any great not cost enough more to be of any great consequence, and that navigation de-mands that the draw be 300 feet long. Mayor Simon finally said that he would mayor simon many said that he would not concede any such a thing, and that the city would not build the draw 300 feet long. He called attention of Mr. Swigert and the members of the Commission to the fact that none of the other bridges have draws anywhere near that long, and said he will not agree to such a long draw at additional cost

such a long draw at additional cost.
"I wish to have the approval of this and all other bodies having any power in this matter," said Mayor Simon, "and I do not wish to irritate any one, and if the Commission thinks the draw should be 300 feet long. I will depart far enough from the accepted plans to make one 250 feet long; I will not concede any more and I do not think. Mr. Swigert, that you will hold out against the sentiment of the whole city, will you?"

Swigert's Mind Made Up.

Mr. Swigert said he will be guided by that, personally, his mind is made up, and that the draw must be 200 feet long or he will not vote for the bridge, parently, his views are nearly the

Mr. Swigert asked Mr. Munly if he had ever said that the Port of Portland has no authority in the premises, and that it was unnecessary to ask its consent to

"I am very glad that you asked me that question," said Mr. Muniy. "I will answer it gladly. When this bridge agitation first arcse, I consulted the City Attorney, who said that the Port has no power of initiation—nothing to do with the issuance of the bonds—and that we should proceed without consulting the should proceed without consulting the members at the time. Now the matter members at the time. Now the matter has been gone over until the proper time has arrived, when we seek the permission of the Commission, and this we have come here today to ask. We need the bridge very urgently, and hope the Commission will approve the plans."

"So you now concede that it is necessary to secure permit of the Commission before the bridge can be built, do you?" asked Mr. Swigert.

asked Mr. Swigert. "Certainly," replied Mr. Munly.

During the discussion Mr. Adams asked
Mayor Simon if he thought there was need for the Broadway bridge, and the Mayor replied that he did not see how that question could be debated at this

"The people have orered the bridge and we will build it." was the Mayor's reply.
"How about other things the people bave ordered?" asked Mr. Adams. "How about public docks? The people ordered them, too, but nothing is being done." "I will gladly take up that matter with you at the right time." replied the Mayor. Just now it is the Broadway bridge that we want to act upon, and I earnestly ask you gentlemen to make all possible

STREET WASHERS COSTLY

Council Opens Bids and Is Surprised They Are So High.

Bids for flushers, to be used in the street-cleaning department, were opened by the committee yesterday afternoon, and were found to be higher than had been expected. They were held for furbeen expected. They were held for fur-ther consideration, The Studebaker Bros. Company's bid was \$980 and Beall & Co. submitted two proposals, one of \$1175 and the other \$1250. It is proposed to change the system of cleaning hard-surface pavements from sweeping to

washing. Superintendent Donaldson reported that Superintendent Donaldson reported that the department had been working hard during the snow storm to keep the gut-ters open and the crossings clear in the downtown districts. All of the men and wagons that could be spared were con-centrated in the business districts.

Chairman Connell said he had been called up by many merchants, who com-plimented the department on the work. Mr. Donaldson said that, so far as he had heard, not one basement was injured by water this year. Last Winter, stated, there were scores of com

PILGRIM GETS NEW PASTOR

Rev. Guy L. Dick Accepts Call to Congregational Church.

Rev. Guy L. Dick, for the past year assistant pastor of the First Congregational Church, has been called to the pastorate of the Pilgrim Congregational Church, Shaver street and Missouri avenue. He has accepted the call and has already begun the work. The pastorate was recently vacated by the resignation of Rev. D. T. Thomas, who accepted a call to the Congregational Church at Forest Care tional Church at Forest Grove.

During the year that Mr. Dick has

een at the First Church he has been recognized as one of the ablest among the younger Portland preachers. Although Pilgrim Church accepted the resignation of Mr. Thomas with regret, its members feel confident that the church will continue to prosper under its new leader. The call te Mr. Dick

XMAS SPECIALS BOYS' DEPARTMENT FRIDAY AND SATURDAY

Red Reefers at \$3.85 Nifty little Coats, with cuff sleeves and hand-emb'd crest, a regular \$5.00 value, for two days special at\$3.85

Indian Leather Gauntlets 75¢ Soft-leather Gloves, with heavy fringe and deep gauntlets, Santa's favorite gift, \$1.00 value,

Fancy Boxed Suspenders 35¢ Holiday Suspenders in fancy boxes, lisle and silk effects, a splendid 50e value, special Friday and Saturday at35c



166-170 Third St

was unanimous and the field is recog-nized as one of the best in Portland. For 21 years Mr. Dick's father, Rev. J. M. Dick, was paster of various Con-gregational churches in Oregon and is well known throughout the state. He is now connected with the work of the Congregational Sunday School and Publishing Society in Seattle. Rev. Guy L. Dick was formerly a student at Pacific University, Forest Grove. Before coming to Portland he occupied the pulpit of the Belvue Congrega-tional Church in Seattle for two years. Pligrim Church was formerly Missis-slppl-avenue Church. It has a mem-bership of about 200 and is one of the most active congregations in Portland.

CLACKAMAS COUNTY, NOW PAY-ING BILLS IN UTAH, HE SAYS.

Taxes May Be Higher, of Course, but It's All on Account of the Schools.

OREGON CITY, Or., Dec. 7 .- (To the Editor.)-In replying to the communication of E. C. Chapman published in The Oregonian of December 7 regarding the financial affairs of Clackamas County, I wish to state that under my administration the general fund indebtedness Clackamas County has been entirely wiped out for the first time in 27 years and our general fund warrants have been and are now being paid in cash for more

than six months last past. When I took charge of the county affairs on the first Monday in July, 1906, there were outstanding unpaid road war-

rants amounting to \$19,624.10. There were also outstanding claims against the road fund of the county for a rock crusher, bridges and a large claim of the corporation of Oregon City, which the city claimed as its share of the bridge fund raised within the corporate limits of said city, and which has been held back from the city for a period of three years, and all of which claims had to

oe paid.

The records further show that the levy for road purposes for the year 1905 only produced \$28.824.13, and the former County Court had expended and drawn warrants against the road fund for that year up

to the date that I took charge of the affairs of Chackamas County, amounting to \$41,522.64. The County Court then was compelled to run from the first Monday in July until the following March without any money in its road fund, and with a great

many outstanding warrants against that particular fund.

We had, during that time, a large number of bridges that had to be repaired on account of their age and defective condi-tion, and a large mileage of plank road that had become old and unfit for use, and had to be rebuilt so as to give the farmers and millmen an opportunity to

market their produce.

There is not a farmer or a taxpayer in Clackamas County who takes an interest in public affairs but who is fa-miliar with our road fund and recog-nizes the fact that it requires a great deal of money to keep our roads and bridges in repair and to build new ones when

necessity requires it. We have in this county about 2200 miles of public highway, with 364 bridges more than 75 feet in length, and some of these are more than 500 feet long, and more than 1800 smaller bridges, and it there fore requires considerable money for their maintenance and improvement. Under the law the road fund is a dis-tinct and separate fund from the general, school and state tax fund, and each of these funds require a separate estimate and levy, and in order to pay outstand-ing road warrants we must take the money from the road fund for that pur-

As Clackamas County is rapidly growing and a large mileage of new road is being constantly petitioned for by the tax-payers so as to meet their demands, every dollar raised for road purposes has been expended upon the permanent improvement of our public highways leading from the shipping points and market centers into the interior of the county.

I wish to call Mr. Chapman's attention to the fact that the general running exto the fact that the general running ex-

penses of Clackamas County during my administration compare favorably with other countles in the state of about the same population, and I berewith submit the record of the expense of the following counties for the year 1907, as per reports filed with the Secretary of State: lackamas

It is true that some of the counties above mentioned might have had some extraordinary expense for that year that the records of the Secretary of State's of-fice do not disclose, but I wish to call at-tention to the running expenses of the same countles for the year 1908, for the purpose of further demonstrating the County has been economically adminis-

tered.

CHRISTMAS GIFTS OF LASTING MERIT

The gift that lasts is the "ideal one." If in doubt what his should be-come and look through our well-selected stock-for we have spared neither time nor expense in collecting the most exquisite assortment of appropriate articles for your Christmas selection, and have marked them at prices as low as high quality affords.

As we are getting busier each day-we urge that you begin to make your selection in comfort, so that your wishes for engraving, etc., may be properly executed.

We direct attention to our exceptional stock of the few following suggestions:

Lockets \$ 1.00 to \$150 Umbrellas . . . \$4.00 to \$50.00 Bracelets \$ 1.50 to \$150 Gold Match Boxes \$15 to \$40.00 Necklaces . . . \$ 1.50 to \$500 Silver Match Bxs. \$2 to \$ 7.50 Seal Rings \$2.00 to \$ 35 Cigarette Cases, \$5.00 to \$25.00 Cuff Buttons . . . \$ 1.50 to \$100 Silver Manieure Sets \$3.50 to \$20.00 Gold Fobs \$2.50 to \$ 50 Searf Pins \$ 1.00 to \$ 65

Filled Watches \$12 to \$25 Gold Watches \$18 to \$150

La Valiers\$10.00 to \$500

Diamond Brooches. \$15 to \$700

Silver Comb, Brush and Mirror Sets. .\$10.00 to \$45.00 Opera Glasses .. \$5.00 to \$35.00

Solitaire Diamond Rings, \$5.00 to \$1250

MARK & DLOCH LARGEST DIAMOND | MASTER CRAFTSMEN DEALERS IN OREGON | IN PRECIOUS METALS

283 MORRISON ST. man would devote some of his time in cline the nomination so gracefully tenwriting to the Secretary of State, he probably would be supplied with a fund of valuable information, for the reason that he could ascertain the fact that our state tax has been constantly increasing until it has almost doubled since Mr. Chapman lived at Clackamas Station, and our school tax was raised by the Legis-lature of 1907 from \$6 to \$7 per pupil, and

for the year 1908 we had the expense of three elections upon our hands. Also the per diem of jurors was raised from \$2 to \$3 per day, and by reason of these increases our taxes were higher than in former years. For the year 1968 Clackamas County raised for public school purposes \$65,000. which represents \$7 per pupil as provided by law, and the report of our School Su-peritnendent shows that there was expended in Clackamas County for school purposes for the year ending July 30, 1999, \$182,324.47, and the difference between these two last named sums, except a small sum received from the state, was raised by the taxpayers in the several school districts in the county by special assessments, and in fact some of the school districts of the county made special levies as high as 20 mills on the dollar, while the total county levy was only lar, while the total county levy wa 14 mills, and in all probability Mr. man owns some property in some of those school districts where their special as-sessment was exceedingly high and was

sessment was exceedingly high and was not well enough informed upon the subject intelligently to ascertain the cause of the increased tax in his locality.

I am not informed at this time as to whether Mr. Chapman has any property in his own name in Clackamas County, as the records of the Circuit Court at Oregon City show that he deeded all of his property to a third person in order. his property to a third person in order to defeat his third wife's interest in the same, and she filed a suit in the Circuit Court of this county to set agide the transfer, on the grounds of fraud, and if E. C. Chapman's nominee would read the records in that case he surely would deGRANT B. DIMICK, County Judge.

Cream Stops Train.

HAINES, Or., Dec. 9.—The grand jury of Baker County returned a true bill against Spence Pulkey, of Baker City, who is charged with attempting to obstruct a passenger train by throwing a heavy milk can, filled with cream, in front of an approaching fact trains. heavy milk can, filled with cream, in front of an approaching fast train at the Haines Station on the night of November

Today is positively the last day for disount on West Side gas bills. Read "Gas

A WESTERN WOMAN WRITES:

"I used cheap vanilla for twenty years. Not long ago a friend got me to try Burnett's Vanilla. I did so. 1 have used it ever since. "I wouldn't change back to ordinary vanilla if I was supplied with it free of charge." Always insist on

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manufacturer of ladies' suits and coats, offers his entire remaining line of splendid merchant tailor cloth Suits and Coats at HALF PRICE. A manufacturer in any line must each season clear his factory room; hence this offer. The reputation of our garments is such that there is no question about this manufacturer's sale giving exceedingly fine bargains, We manufacture-make all our

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STOCK right here, and only use genuine merchant tailor cloth in our gar-

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Here is what hundreds of women have been waiting for-a chance fo get one of Acheson's own make, genuine merchant tailor cloth suits at reduced prices.

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