UNITED BAILWAYS PLANS COMPLETED

Line to Tillamook Will Handle Traffic in Two Hours, Says President Stevens.

CONNECTION AT ORENCO

Through Freight Will Be Kept Off Downtown Streets-Work of Construction Will Be Rushed. Location Is Finished.

PRESIDENT STEVENS NOUNCES UNITED BAIL-WAYS PLANS.

The United Rallways has completed its location to Tillamock.

It will be ontirely practicable to run trains from Portland to Tillamock in two hours.

Construction work heavy and highgrade. Orders for electrical machinery

Connection between the Oregon Electric and United Railways will be built close to Cornelius tunnel.

Portland to Tillamook in two hours Portland to Tillamook in two hours or less is the promise given, in a statement to The Oregonian, by John F. Stevens, president of the United Railways. In a comprehensive outline of the plans for the construction of the United Railways' line to Tillamook and of the development of the country in Western Oregon, President Stevens yesterday told of plans for diverting the heavy freight traffic from the streets of Portland by the expedient of building a connecting line between the ing a connecting line between the United Railways and the Forest Grove division of the Oregon Electric at a point near Orenco and about three miles west of the Cornelius tunnel.

Over this line, according to President Stevens, all traffic to and from the Willamette Valley, not terminating or originating in Portland, will be handled, thence over the United Railways and interchanged in North Port-land with the North Bank road. The idea is to keep Front street clear of all

idea is to keep Front street clear of all other save purely local traffic.

President Stevens points out the advantages of the quick service to the beach which will result from the completion of the Portland-Tillamook line, and take of the great development which is expected along the line. He said he was unaware of any attempt being made by the Oregon Electric to secure a Eugene franchise, but said the road would inevitably enter the Willamette Valley town and it depended on the people of the town just pended on the people of the town just when this should be.

When this should be.
Following is the statement made by
President Stevens yesterday:
"Since the management of the United
Rallways Company has been in the
present hands its affairs have been thoroughly into and plane for e development have been formulated in a general way. The company has completed the final location of its proposed line through to Tillamook Bay, and has secured the greater part of the right of way and necessary terminal grounds at the bay.

Road Will Be High Grade.

"The line, when constructed on the present location and plans, will be a very high-grade piece of railroad, with unusually easy curvature and long tangents, considering the character of the country traversed. It will be enpracticable to cover the 70 odd miles from Portland to the bay in two hours or less. In fact, it is expected that express trains can handle people to and from the beaches to the Portd station in two hours. would mean to the people of Portland it is easy to see. It would mean that a full day could be spent at the seashore and not on the train. It would mean that a Portland business man could have his Summer home at the beach and keep in full touch with his business affairs.

The work of construction will nec "The work of construction will necessarily be very heavy, owing to the high standard adopted for the new line. There will be a number of tunnels, the longest being about one and one-quarter miles in length. The road, after passing through Cornellus Gap by a 4000-foot tunnel now under construction, strikes directly across the upper Tualatin Valley, through Cedar Canyon and over to Upper Gales Creek, thence through the crest of the Coast Range through the creat of the Coast Range

through the crest of the Coast Range and down the picturesque Wilson River to the shores of Tiliamook Bay. Every mile of it will afford a scenic ride of rare beauty.

"Bullt with generous standards of roadbed, laid with 10-pound rail, fully til-plated, heavily ballasted, and provided with modern signals and every device necessary to insure the safety, comfort, and speed of travelers, this line will represent the expenditure of several millions of dollars, but which, in the opinion of its owners, will be justified by the great undeveloped resources of the country to be opened up and the certain future growth and importance of Portland. portance of Portland.

Tunnel Ready Next March.

"The company has placed orders for selectrical machinery, including subthe electrical machinery, including substations, necessary to equip the line for 30 miles, or to the west side of the Tualatin Valley, and this section of the road will be completed and put into operation during the present year. The tunnel through Cornelius Gap will probably be completed next March, but as the company has built and has in operation a temporary line over the tunnel, it will not be necessary to complete the latter before operation can be begun.

The Ruth Trust Company, which is "The Ruth Trust Company, which is owned by parties friendly to the railway company, owns a large tract of land at Giencoe, which it is now platting and will shortly put on the market this new townsite. It will also place on sale a large number of small tracts, five and 10 acres, adjoining the new town. Undoubtedly the present movement to cut up the large farm holdings into small tracts suitable for fruit and market gardens will continue, and as Giencoe will have more than 100 square miles of as good farming territory tributary to it as there is in Oregon, as well as several billions of feet of firstwall as several billions of feet of first-class timber, it is not hard to believe that a few years will see a town of several thousand people, where now is a single country store. With frequent high-class electric service, such as is now given on the lines of the Oregon Electric Railway, the Glencoe country, only 23 miles from the enter of Port-land, will become a very important and valuable feeder to the city.

"The through service to Tillamook will.

"The through service to Tillamook will, for a while at least, be handled by steam, with oil-burning engines, but the short local and interurban service will be by high-grade electric installation. "The interests owning the Oregon Elec-

tric Railway expect by the development of its present line, and by the construction of many miles of new line, to develop a very large traffic in the Willamette Valley, and necessarily the market for the products of this valley will be largely in the East. It is realized that it will become an impracticability to handle the heavy freight business through the streets of Portland. Consequently a line connecting the Forest Grove division of the Oregon Electric from a point near Orenco with the line of the United Railways at a point some three miles west of the Cornelius tunnel will be built, and all traffic to and from the Willamette Valley not terminating or originating in Valley not terminating or originating in Portland will be handled by way of Garden Home and the new connection, thence over the United Railways through Cornelius tunnel, to be interchanged with the North Bank road in North Portland, thus keeping Front street entirely clear of all except purely local traffic.

Interurban Lines Only Planned. "The United Railways, as well as the Oregon Electric Company, will keep entirely out of city passenger transportation and will operate only interurban and through lines. They expect to become great factors in the development of Western Oregon and of Portland. The neces-

ern Oregon and of Portland. The necessity for easy physical connection between the two lines and facilities for delivering and taking on passengers in the center of the retail section of the city is perfectly apparent. In fact, it will be impossible to give the service which must be given without such facilities.

"The Mount Calvary line of the company is now under construction, and it will be completed and put into operation without unnecessary delay, and the pian and method of such operation will be announced at the proper time.

"The company desires to be understood as intending to live up to its obligations

as intending to live up to its obligations and believes the public will agree with it, that since the change in ownership, it has given every evidence that no other Portland enterprise, which it really is, has done more to merit the confidence and support of the c'tizens than the United

TIMEFROM SPOKANE GUT

NORTH BANK TRAIN WILL MAKE TRIP HOUR FASTER.

Hill System Meets Competition of Harriman Line-Both Trains Splendidly Equipped.

One hour will be clipped off the run-ning times of west-bound Spokane-Portland trains Sunday evening by the Spokane, Portland & Seattle Railway. While no definite announcement is forthcoming by the road, it is known that a schedule is being prepared with the idea of cutting the time also from Portland to Spokane. Although it was repeatedly denied

Although it was repeatedly denied at the time, the statement in The Oregonian that the North Bank Road was planning a cut in time to offset the new crack train of the Harriman system, the Spokane-Portland Flyer, is

om, the Spokane-Portland Flyer, is low officially confirmed. At present the Harriman road makes he run in 13½ hours. The O. R. & K. trains leave both terminals at 6 P. L. arriving at their destination the following morning.

The Spokane Limited is the train af-fected by the change. In place of leav-ing Spokane at 8 P. M., the time of departure has been changed to 9 o'clock. Its time of arrival is unchanged.

It is understood a similar change on other trains cannot be made until a different arrangement with regard to Eastern arrangements is made.

At present the Spokane Limited consists of the composition of the

At present the Spokane Limited consists of a composite observation car, diner, standard and tourist Pulimans. Similar equipment is on the Flyer, on the O. R. & N. system. Both roads have been putting their best equipment on these trains, and it is understood the war was to be solely one of equipment. That they are determined to capture a large portion of the traffic was instanced by the North Bank Road yesterday. yesterday.

It was rumored on Railroad Row that a change in the times of the Harriman line may shortly follow.

Personals From Railroad Row.

R. B. Miller, traffic manager of the sor to W. E. Coman, former general freight agent, will not be made. It is understood Mr. Miller will discuss the matter with J. C. Stubbs, traffic director. John M. Scott, assistant general passenger agent of the Harriman lines, is in

A. R. Fay, traffic manager of Swift & A. R. Fay, traine manager of swift according to the best-informed men on traffic and rates in the country, was in Portland yesterday and will leave today for Chicago.

Booklet on Beaches Is Issued.

The Astoria & Columbia River Railroad has issued a booklet on Clatsop Beach. This is the first publicity that has emanated from the beach road presses for a considerable time. Considerable diplomacy has been used in the allusions to Gearhart and Sesside, the rival health resorts. Generally they are called Clat-sop Beach, but where they are individ-ually mentioned, the name of one, or the picture of one, is invariably followed by the name or picture of the other.

Lebanon Will Celebrate Road.

The completion of the Crabtree-Leb-non cutoff will be celebrated in true old-fashioned style tonight at Lebanon. A banquet will be held and there will be a large gathering of Portland men around the junket board. Portland around the junket board. Portland railroad men will make up a private car party and leave for the scene this afternoon, probably returning tonight.

RULE IS NOT UNDERSTOOD

Sellwood People Need Notice Not to Sprinkle Lawns.

Improvement in the water supply

Improvement in the water supply was manifested yesterday at Sellwood and other points supplied from the 10-inch water main, but a great many people do not understand the new regulations and many have not yet seen the notices issued by the superintendent R. W. Edwards, of the Sellwood Commercial Club, said yesterday:

"I think that the water consumers should have personal notice by card, for I have found that really not many understand the regulations. I found people sprinkling their lawns today, contrary to the new regulation, and when I called their attention to the new rule they said that they did not know it had gone into effect. I think it is the duty of the water committee to notify the consumers using water to notify the consumers using water on their lawns and explain in detail the meaning of the regulation. We will have plenty of water as soon as the rule is observed, and it will be better

ruio is observed, and it will be better for the lawns, for most people use more water than is needed and really do more damage than good."

D. M. Donaugh, president of the So: wood Board of Trade, yesterday expressed the opinion that there will be a good supply of water for all purposes as soon as the new rule is understood and observed.

SIX WIVES SEEK

One Husband, Too, Asks Court for Separation From Uncongenial Spouse.

OUIJA BOARD CAUSES WOE

While Joseph Latz Was Supposed to Be Visiting "Father" at Gearhart, Wife Declares He Made Trip to California With Affinity.

Maurice Reinstein was a witness before Circuit Judge Morrow in the divorce court yesterday. He testified in the case of Margaret Latz against Joseph K. Latz. The husband is said to have descrted his wife, going to California with an affinity while his wife supposed he had gone to Gearhart to visit his father, Ben Latz. At the time he left, in August, 1908, he was employed at a local grocery. The wedding took place in Tacoma. September 9, 1906. Judge Morrow will grant the divorce. Four other divorces will also be granted as soon as the shorthand testimony taken by the stenographer is extended. The testimony heard yesterday

The testimony heard yesterday forning included that of Charles B. selaney, who filed a divorce suit gainst Pauline Delaney saying she onsulted fortune-tellers, oulja boards and planchettes, accusing him upon their advice of unbecoming conduct to-ward women acquaintances of his. He told the judge their trouble started in told the judge their trouble started in 1898, when, in an effort to save money, he took the management of his financial affairs out of his wife's hands. After this, said Delaney, his wife told him she had poison in the house, and would kill him and commit suicide. After that he was careful what he ate. Three times he took a knife from her when she threatened his life, he told the judge. Later she made a will, rivthe judge. Later she made a will, giv-ing all her personal property to her sister and cutting him off with only \$1.

Although she did not appear in court yesterday, Mrs. Delaney filed an answer yesterday, Mrs. Delaney filed an answer to the complaint, alleging that when they separated Delaney agreed to pay her \$500 and \$60 a month allmony, which she demands. They were married at Philadelphia, March 14, 1852. Roxie Bennett, wife of Mortimer Ben-nett, a logger, demanded and will se-curs a divorce on the ground of deser-

cure a divorce on the ground of descr-tion. He left, she said, because he was tired of married life and of sup-porting a family. George Turnbull, Mrs. Bennett's father, took the witnessstand in her behalf. Bennett married the woman at Brush Prairie, Wash, January 11, 1895. They have two boys The mother was given the custody of The mother was given the custody of one and the other is with the father. Edith Wethern, who formerly conducted a restaurant in Fulton, secured a divorce yesterday from A. M. Wethern. He deserted in January, 1999. They were married at Pendleton, February 7, 1990, and have two children. Anna Cummins also secured a divorce on grounds of desertion. She married Elwaro Cummins at Vancouver. married Elvaro Cummins at Vancouver, Wash, in December, 1992. The last she heard he was in Los Angeles. Before he left he didn't support her, she de-

Willful desertion on the part of Law Willful descrition on the part of Lawrence V. McDonald is the ground upon
which Sarah McDonald has filed a divorce suit in the Circuit Court. They
were married at Redding, Cal., February 22, 1900. She says her husband left
her in November, 1307. She was formerly Miss Sarah Cox.

Neva E. Reed has filed a divorce suit
against Ross Reed a selectory.

YOUTH SENTENCED FOR THEFT

Leo Hartman Attempts to Explain Crime; Judge Not Satisfied.

Leo Hartman was sentenced by Judge Morrow to eight months in the County Jail yesterday afternoon. Roy Henry, who with Hartman stole two suits of clothes from H. M. Push, foreman of Jones Lumber Mill, was sentenced last Wednesday to nine months in the County Jail.

Henry said nothing when the judge asked him if he had anything to say why sentence should not be pronounced. Hartman thought Mr. Bush might give

Hartman thought Mr. Bush might give him a job, and so informed the judge. At that Judge Morrow, led him to believe he would be paroled. When he was brought into court yesterday, however, the judge accused the lad of misinforming him as to the probability that he could secure a position with Mr. Bush, and sent him to the rockpile for eight months, sending word to Sheriff Stevens that the two young. to Sheriff Stevens that the two young men ought not to be allowed to as-

John Caldwell, charged with a felony, pleaded guilty to a simple assault, and was sentenced to four months in the County Jail.

MILLINER SUES FOR \$5000

Hat Maker Alleges Faith Was Not Kept in Lease.

A two-year lease to store property on the ground floor of the Rummelin building, at Elighteenth and Washington streets, on the edge of the burned district, is the subject of controversy in a lawsuit filed yesterday in the Circuit Court. Rose Daiy, who conducts a millinery store in the building, is the plaintiff, and Johanna C. Rummelin, owner of the property, the defendant.

The milliner demands \$5000, charging that the defendant has broken faith with her. She says she leased the store at \$55 Washington street, February 15, for two years, at \$55 a month for the first year, and \$60 a month for the second, with the understanding that the owner would

the understanding that the owner wor not lease any other portion of the build-ing for a millinery store. But in two leases, one to the National Manufacturing Company, and another to the Chicag Cleaning & Dye Works, no restriction made regarding millinery business.

SEWER INJUNCTION RESISTED

Alameda Land Company Pleads Ne cessity for Immediate Drainage.

Answering the suit of Ellis G. Hughes and the Prospect Park Company to secure an injunction to prevent the Alameda Land Company from connecting with the land Company from connecting with the Irvington sewer, the Alameda Land Company alleges that an extension is necessary for the drainage of 35 acres included in the Irvington sewer district.

It is admitted that the property in controversy lies in the Suilivan Gulch sewer district.

Trunks, suit cases and bags. Largest troversy lies in the Sullivan Gulch sewer variety at Harris Trunk Co., 132 Sixth.* district, but it is asserted that the city

will not build the Sullivan Gulch sewer for two years, and that there is now an urgent need of sewerage facilities in this district. The proposed sewer will extend from the present terminus of the Irvington sewer, at East Twentieth and Kilckitat streets, to East Twenty-fourth and Fremont streets.

The Alameda Land Company admits that the cost of the Irvington sewer was \$142.107.36, but says it does not know whether or not the assessment to each lot in the Irvington district would be reduced by \$2.40 if the lots in the Alameda tract were assessed for their share of the

tract were assessed for their share of the original sewer assessment. As the sewer extension, it is alleged, is to be constructed in a lawful manner, and no land will be improperly drained into the Irvington sewer, the defendant asks that the suit be dismissed effected as the sewer than the

ington sewer, the defendant asks that the suit be dismissed.

The city added its answer to that of the Alameda Land Company, saying the city, not the company, will construct the sewer, an ordinance having been passed in June for that purpose. It also alleges that the new sewer in Alameda Park will be connected with the Sullivan Gulch sewer as soon as it is completed, two years hence. Alameda Park property will be assessed for the cost of laying the new sewer extension, and its share of the Sullivan Gulch sewer and other property of the company lying in Irving. property of the company lying in Irving-ton district is alleged to have been as-sessed already for the Irvington sewer.

Metal Company Sucs.

Sheet metal intended for stovepipe, which rusted because of a leaking drainpipe, is the basis of a \$588 damage suit, filed in the Circuit Court yesterday by the Safety Stovepipe & Sheet Metal Company against Joe H. Dietz and Edward W. Mueller, proprietors of the Minnesota Hotel, Fifth and Flanders streets. The company says 14,000 pounds of sheet metal stored in the store at 290 Flanders street was too badly rusted to use.

Logging Firm Asks Damages. To secure payment for a raft of saw-logs, said to have been deliver is Sep-tember 30, 1998, the Axe Logging Com-pany flied suit in the Circuit Court yesterday against James E. Page, The logging firm demands \$1732.84 dam-

Good Things in Portland Markets

BY LILIAN TINGLE. As the cherry steps off the stage, the apricot and peach come on. Some superb Oregon apricots are on sale this week, and, also yellow freestone Crawford peaches, the former at 50 cents a basket, the latter at 15 cents a dozen. Some very choice samples are bringing 20 cents a dozen.

Cherries are almost gone for the sea-on. Some Lamberts (which look as if the best had been kept fill the last) are bringing 25 cents a pound, while the wind-ups of the Bing and Black Republicans are to be had at 10 cents

Republicans are to be had at 10 cents a pound. Frunes, which are getting scarce, are 50 cents a basket. Nectarines, 10 and 15 cents a dozen.

A large consignment of pineapples are being sold at 10 cents a pound. Hitherto they have been retailing at so much each. Sweet oranges, at 40, 50 and 60 cents a dozen were going off rapidly; owing to the warm spell, lemons have gone up to 40 cents. A few limes can be had at 20 cents a dozen. California grape fruit, at three for 25 cents, look cool and inviting. Cantaloupes, which have taken a decidedly upward trend, are bringing 25 cidedly upward trend, are bringing 25 cents for two, and 10 cents each for smaller ones. Watermelons, of which a large supply has come to the market, are going off generally at 21% cents a nound

cents a pound.

Bananns—really splendid ones—range from 20 cents to 35 cents a dozen.

Both Oregon and California are sending forward steadily large consignments of apples; these still cling round 40 cents a dozen, but are sure to get on the descending scale within the next week or two. A few pears are offered at 20 cents a dozen.

Among small fruits, red and white currants have gone, but a few boxes of black ones still await the eyes of send forward its crop, the price is expected to be lower. Blackberries. which are getting scarce, are now 15 cents a box. The wild variety is 15 cents a pound, and very few to be had

cents a pound, and very few to be had at any price.

Among vegetables, tomatoes take a high stand this week. They are obtainable at 7 to 10 cents a pound, and some very choice samples at 55 cents a box. Hothouse cucumbers, 5 cents each, and lettuce, 5 cents a head, or three for 10 cents, looked green and seasonable. California celery, at 15 cents a bunch, or two for a quarter; green peppers, 25 cents a pound; cauliflower, 10 to 15 cents a head; green peas and beans at 5 cents a pound; and a full muster of the standard "roots" made the vegetable tables almost as inviting a sight as those on which the fruits were displayed.

In the fish market, this is the quiet season, by reason of warm weather and the abundance of fresh fruit. How-ever, sturgeon, at 20 cents; black cod at 125 cents, and hallbut and shad at at 12% cents, and mailtait and shad at 10 cents a pound, offered a very fair range. A few Puget Sound smelt, at 15 cents; shrimps at 25 cents, and hardshell clams at 5 cents a pound, almost complete the list at the present writ-

Poultry is rather unaccountably scarce for the season. Hens are 30 cents; Spring chickens, 35 cents; Spring ducks, 25 cents a pound. A few turkeys make a spasmodic appearance at

35 cents a pound.

The delicatessen market offers specially, for picnics and campers: Jellied chicken loaf, 80 cents a pound; head cheese 25 cents; corned beef, 35 cents: Summer sausage, domestic, 25 cents to 45 cents; imported, 55 cents; kippered salmon, 25 cents; sardellan (a salted fish imported from the Mediterranean). io cents a pound.

Eggs are 35 cents a dozen, where they have stood for several weeks, but butter has risen to 75 cents a roll.

FREE BUS RUNS TO JAIL

Desk Officer at Police Station Offers Rooms to Rent. "Helio, is this Main 212?" asked a

voice at the other end of the line when Desk Officer Sorenson answered the tele-phone at police headquarters yesterday afternoon. Assured that his guess was correct, the man at the other end of the

"Have you any rooms for rent?"
"Yes, sir, lots of them," replied Sorson.
"Where is your place located?"
"At Second and Oak streets."

"How can I get there?"
"We keep a free bus, which we will end for you."
"All right, that's fine," said the inquirer and he hung up the telepho

Rear-Adimral Bacon of the British navy believes that the race between the gun and the armor of a battleship, which has been going on for over half a century, has been decided, for the moment, in favor of the

to Save Horses.

ORDINANCE TO BE OFFERED

Burning to Death of 188 Animals in Exposition Fire Leads to Effort to Prohibit Frame Stables. Fire Limits to Be Extended.

Frightful loss of life among horses in Portland within the past few years and the burning to death of 188 of them in the Exposition building Thursday morning has led Councilman Watkins to decide to present an ordinance to the Council, prohibiting frame construction of stables henceforth. Those now in use

of stables henceforth. Those now in use will be compelled to go out of business July 1, 131, according to the proposed provisions of this measure.

Councilman Watkins will also introduce an ordinance, extending the fire limits to include all the district that was burned in the big fire of Thursday marning.

morning.

Mayor Simon placed his indorsement upon both proposed ordinances and urged Watkins to proceed with them as rapidly as possible, as he deciares it is necessary to have both passed soon.

The ordinance to extend the fire limits will probably be made as an amendment to the Belding ordinance, which provides for the extension of the fire limits to the harbor lines all along the waterfront.

Fire Chief Campbell is not prepared at this time to say just how far he thinks the fire limits should be extended.

Mayor Simon regards this as an oppor-tune time to complete the work of ex-tending the limits, and if there is need for extending them in other directions than those stated, he wishes it done

now.

The proposed ordinance to be intro-duced by Councilman Watkins to produced by Councilman Watkins to prohibit the construction of any more frame
stables will take effect, in all probability, very soon. It will probably be
passed at the next session of the Council, and will carry an emergency clause,
so that it will become law the moment
Mayor Simon signs it. He will sign it
at once, undoubtedly, as he has given
it his hearty indorsement.
Within the past few years there have

Within the past few years there have been several very disastrous fires in livery stables in this city, hundreds of horses having perished in the flames. The last one, however, was the largest loss of horses in the history of Portland.

BUCHTEL WOULD SAVE HORSES

Ex-Chief Proposes Plan to Release Them When Fire Begins.

Joseph Buchtel, who was chief of the Portland fire department several years ago, has devised a plan for the protection of horses in livery stables, which he strongly urges should be adopted in Portland. He urged it upon the attention of the Council 15 years ago, and brings it forward now in view of the great loss of horses in the recent fire at the old Exposition build-

mr. Buchtel would have the Council pass an ordinance for the protection of horses. He proposes that stables shall be built so that each horse shall be hitched to a perforated pipe extending along the heads of the stalls in the barn. The halters are to be attached to a ring from the pipe so attached to a ring from the pipe so that by the movement of a lever at the end of the perforated pipe every horse can be cut loose. By the same movement the pipe is filled with water her in November, 1307. She was formarily Miss Sarah Cox.

Neva E. Reed has filed a divorce suit against Ross Reed, a salesman. She accuses him of spending his spare time in the company of Sylvia Woods. He carms \$60 a month, she says, of which she demands \$30 a month as alimony. They have two children. They were married in Fairbanks, Iowa, in May, 1903.

of black ones still await the eyes of some "old country" burgher; they are retailing at 15 cents a box or two for a quarter. Raspberrles appear to have the largest showing; these and logan-berrles are three boxes for 25 cents. Blackcaps are two boxes for a quarter. Blackcaps are two bo

and driven out of the stalls at the same time and movement of the same lever.
"Humanity, if nothing else," declared "Humanity, if nothing else," declared Mr. Buchtel, "would insist that some such protection for horses should be provided. The idea that horses should be fastened in a stall to perish by fire is amaxing and outrageous. I doubt if there is a barn in Portiand from which horses can be saved if the barn burns. They must stand and be burned alive—this most faithful of all animals to the human family. A horse may be driven out of a barn by water but not by fire, and the spray from the perforated pipes would both drive the horses from the stable and help extinguish the fire, but the object is to save the horses from being burned alive. I would be glad to provide the talls of the building, saying that the support is very weak, and expressed the opinion that it should be condemned at once. The board adopted his report without device the public and instructed City Attorney Grant to co-operate with the inspector in taking whatever steps may be found to be necessary to protect the public.

A bootblack stand, saloon and confectionery store occupy quarters in the portion, and these have been largely patronized by the public until now. It is because of this that Mayor Simon and the members of the Executive Board have taken a deep interest in having the structure torn down, as Inspector Plummer declares it to be dangerous. save the horses from being burned alive. I would be giad to provide the drawings of the plans I propose. It would necessitate some changes in pres-ent barns, but all new ones could con-form to the plans with little additional

SHEPARD WILL GO EAST

Hood River Man Will Get in Touch With Apple Buyers.

To get in touch with the apple market in the East so that he will be in a position to bring grower and buyer a position to bring grower and buyer closer together, is the mission of E. H. Shepard, of Hood River, who will leave July 22 for an extended trip through the Eastern cities. Mr. Shepard is a director of the Hood River Applegrowers' Union and was formerly its manager. He is also editor of Better Fruit, a publication devoted to the interests of the horticulturist.

He has accepted an invitation to deliver an address on picking, packing and shipping apples before the International Apple Shippers' Association, which holds its annual meeting at Niagara Falls, August 3, 4 and 5. Mr.

which holds its annual meeting at Niagara Palls, August 3, 4 and 5. Mr.
Shepard will gather valuable information on this season's conditions that
will be of great benefit to Oregon
growers.

Mr. Shepard will also do what he can to boost the Oregon apple shows, at Albany and Portland, and the Spokane show will not be forgotten.

PERSONAL MENTION.

J. W. Lysons, of Seattle, is at the Ore-M. W. Bethel, of The Dalles, is at the Perkins. Martin Solomon, of Vallejo, Cal., is at the Lenox. T. M. Hehltodt, of Castor, Alberta, is at the Ramapo.

Conrad Stafrin, a merchant of Dallas, is at the Cornelius. H. W. Beyer, of Walla Walla, is regis-tered at the Ramapo. A. A. Jayne, an attorney of Hood River.

is at the Imperial.

G. B. McLeod and family, of Astoria. are at the Imperial. Mrs. Walter Parker and her sister-in-

law, Miss Parker, of Newberg, are at the

WUUU BARNS IABUU Dr. Alfred Kinney, of Astoria, is registered at the Portland.

C. K. Marshall and family, of Heod River, are at the Perkins.

Mr. and Mrs. C. Sam Smith, of Condon, are staying at the Perkins.

J. Feijihira, a Japanese banker of San Francisco, is at the Portland.

Gust Carlson, a lumbarman of Aber-

Gust Carison, a lumberman of Aberdeen, is registered at the Oregon.
Dr. T. C. Smith and Mrs. Smith, of Salem, are staying at the Imperial.
J. J. Tracey, R. I. Long and W. P. Hughes, of Medford, are at the Lenox.

Hughes, of Medford, are at the Lenox.

James F. McCarthy, a banker of Wallace, Idaho, is staying at the Cornelius.

Dr. W. G. Cole arrived in Portland yesterday from Pendleton. As soon as he disposes of his interests at Pendleton, Dr Cole plans to come to this city to reside permanently.

Rev. C. L. Hamilton, pastor of the Central M. E. Church, Vancouver avenue and Fargo streets, has returned from a Central M. E. Church, Vancouver avenue and Fargo streets, has returned from a week's outling at Newport, and will fill his pulpit Sunday morning and evening. Rev. Robert McLean, Sr., pastor of the Grants Pass Presbyterian Church, is in the city. He came to attend the ordination and installation of his son, Rev. Robert McLean, Jr., as pastor of the Anabel Presbyterian Church. Rev. Mr. McLean was pastor of the Third Presbyterian Church of Portland when it was built.

SAN FRANCISCO, July 15. — (Special.)—Portland arrivals at the Palace Hotel, San Francisco; A. C. Abbott, Charles H. Geim, F. H. Madison, C. B. Simmons, H. Hausmann.

CHICAGO, July 15.— (Special.)—Oregon people registered at Chicago hotels today as follows.

From Portland—W. A. Healy, at the Congress.

From Siletz—Mr. and Mrs. R. G. Stine, at the Great Northern.

CHICAGO, July 15.—(Special.)—Portland people registered at Chicago hotels today as follows:
Congress—Mr. and Mrs. Roger B. Sinnott, Mr. and Mrs. J. W. Morrow.

NEW YORK, July 15.—(Special.)—The following persons from the Pacific Northwest registered at New York hotels today; From Portland-W. J. Plumenshein, at the Navarre.
From Spokane-D. Abbott and wife, at the Cumberland.
From Seattle-E. R. Mackay, at the Hermitage; P. T. Ingall, at the Hotel

NEW YORK, July 15.—(Special.)—The following persons from the Pacific Northwest registered at New York hotels to-

west registered at New York hotels to-day:
From Portland—I. S. Nemiro, at the Flanders; Miss E. L. Hubbs, at the Park Avenue; I. Lederman and wife, at the Wellington; Mrs. A. Older, W. H. Walker, at the Seville; A. Meler, S. Hirsch, at the Plaza; K. M. Weaver, at the Hotel Aston. the Hotel Astor. the Hotel Astor.
From Pendleton—J. S. Johns, at the Broztell.
From Seattle—J. A. Fraler, at the Broztell; A. H. Fuller, at the Albert; J. Watson, at the Martinique.

COUNCIL TO DECIDE ON CONDI-TION OF RICKETY BUILDING.

Lessees in Old Baker Theater Refuse to Move-Executive Board Takes Action.

Adopting the report of Ruilding Inspector Plummer yesterday afternoon, the City Executive Board directed City Attorney Grant to take whatever steps are necessary to protect the public in the case of the northern portion of the old Baker Theater building, Third and Yamhill streets. It will be condemned by the Council, without doubt, as it is declared by Mr. Plummer to be unsafe. While the Baker Theater proper is being torn down to make way for a modern office structure, lessees of the portion to the north, on the southeast corner of the intersection, are refusing to move out,

premises, and made a careful inspection yesterday morning. He submitted a writ-ten report to the Executive Board yes-terday afternoon. He explained the deterday afternoon. He etails of the building.

taken a deep interest in having the struc-ture torn down, as Inspector Plummer declares it to be dangerous.

For the first time during Mayor Simon's administration of city affairs, he was unable to be present at the opening of the Executive Board meeting yesterday afternoon, and Sig Sichel presided until



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stipated, or bilious, and dispels colds





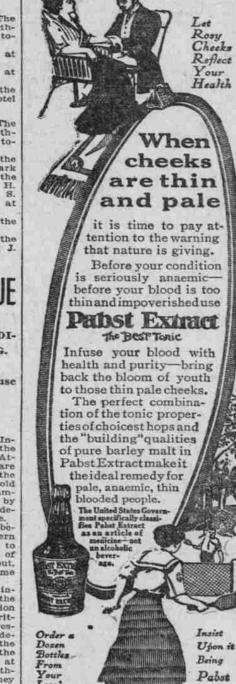
Frank C. Riggs

After about July 15 in our new Packard Service building, Twenty-third and Cor-neil road. Telephone Main 4542. A 1127

the Mayor arrived at the City Hall. The Mayor went to the Union Depot to meet the Imperial Potentate of the Mystic

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J.W.FERGUSON Jr. Repig Owner 209-10-11 BOARD OF TRADE BLOG.