

PACIFIC MAIL TO RETAIN TRAFFIC

Steamship Company Has No Intention of Relinquishing Its Trade.

OLD RUMOR IS DISCOUNTED

San Francisco Shipping Men Feel Sure Concern Will Continue in Coast, Panama and Trans-Pacific Traffic Field.

SAN FRANCISCO, Oct. 12.—(Special.)—That the Pacific Mail Steamship Company will continue not only in the Coast and Panama business but that it will continue its present hold on the trans-Pacific field is the way shipping men view the situation as regards the steamship traffic out of this port.

The story that the Pacific Mail desired to release the trans-Pacific field doubtless grew out of the story that was published on September 30, in which an Ottawa, Ont., dispatch, declared that the Royal Mail Steam Packet Company, with headquarters in London, had completed negotiations for the purchase of the Pacific Mail's fleet and had given a check for over \$6,000,000. Coupled with this was the sturdy opposition that has come to the Pacific Mail through the independent line to Panama operated by Bates & Chesbrough, and known as the California & Atlantic.

Investigations at that time brought forth the following special dispatch from New York:

New York, Sept. 30.—At the office of the Pacific Mail Steamship Company the cable report from London that the Royal Mail Steam Packet Company had purchased the fleet of the Pacific Mail Steamship Company, is emphatically denied. It is stated further that negotiations were never under way with that object in view.

The dispatch stating that the fleet of the Pacific Mail had been purchased by the Royal Mail Steam Packet Company was also denied locally. It was pointed out that R. P. Schwerin is at present in the Orient in an effort to secure new business for the company while it began its San Francisco-Panama express service only yesterday.

"A. W. Elliott, a brother-in-law of Schwerin and an official of the Harriman line, said it was inconceivable to him that such a transaction could have been carried out. He said the sale of the fleet would have to be ratified by the stockholders in any event and that the transfer could not be made in such an offhand manner."

GRANDSTAND VICTIM LOSES

Seattle Athletic Club Not Obligated to Give Balm for Accident.

OLYMPIA, Wash., Oct. 12.—(Special.)—In a decision handed down today the Supreme Court upholds the Superior Court of King County in non-suiting William W. Green, who brought an action for damages against the Seattle Athletic Club for injuries sustained when the armory railing broke and scores were plunged to the floor below and some seriously injured.

The Seattle Athletic Club held a big athletic meet in the new armory on the opening night. The place was crowded, and at the close of the event the gallery crowd surged forward and the defective railing gave way, men and women being carried forward and falling to the floor some distance below.

Green, one of the injured, brought suit against the athletic club. His case was thrown out of court on appeal, but the lower court is upheld.

JUMP FROM TRAIN FATAL

Northern Pacific Road Employee Run Over at Vancouver.

VANCOUVER, Wash., Oct. 12.—(Special.)—Jumping from a moving freight train in the local yard today, Arlo Athay, 35 years old, landed on an upward slope, instead of a downward one, and fell back under the wheels of the train. His head was cut off at the neck, and his body almost cut in twain.

From letters in Athay's pocket it was learned that he had been working at Eureka Junction, on a branch of the Northern Pacific, between Pasco and Walla Walla. He has a brother, Gilman Athay, in Missouri.

The body is being held at the office of Coroner W. J. Knapp until relatives can be located.

EASTERN CITIES GROWING

Connecticut and New Jersey Census Returns Reported.

WASHINGTON, Oct. 12.—Population statistics, enumerated in the 13th census, were issued today by the Census Bureau for the following cities:

New Britain, Conn., 22,121, an increase of 17,918, or 88.9 per cent over 25,933 in 1906.

Stamford, Conn., 25,135, an increase of 9,141, or 55.1 per cent over 15,997 in 1906.

New Brunswick, N. J., 22,385, compared with 20,006 in 1906.

Perth Amboy, N. J., 22,121, an increase of 14,422, or 81.5 per cent over 17,699 in 1906.

MEETING CALLED

For Commitment of the First Congressional Committee.

The County Congressional Committee for the First Congressional District of the State of Oregon, comprising the counties of Benton, Clackamas, Curry, Douglas, Jackson, Josephine, Klamath, Lake, Lane, Lincoln, Linn, Marion, Polk, Tillamook, Washington and Wheeler, are called to meet at Salem, Oregon, Wednesday, October 19, at 2 o'clock P. M., for the purpose of organization, by electing a chairman and secretary, and transacting such other business as might properly come before the committee.

C. V. JOHNSON, Chairman Congressional Committee of the First Congressional District.

Sanitary Fountain Ordered.

OREGON CITY, Or., Oct. 12.—(Special.)—W. H. Howell, superintendent of the city water works, has ordered a sanitary drinking fountain to be installed at the entrance of the city filtering plant at Second and Main streets. The grounds will be beautified and set to rose bushes.

SALEM COUPLE CELEBRATE GOLDEN WEDDING ANNIVERSARY.



SALEM, Or., Oct. 12.—(Special.)—Mr. and Mrs. G. O. Higgins, who reside four and one-half miles south of Salem, recently celebrated their golden wedding anniversary. Mr. Higgins was born June 3, 1831, in Syracuse, N. Y., coming to California March 15, 1852, the trip being made by way of the Isthmus of Panama. He was married at Sacramento, Calif., Miss Anna Stewart, October 4, 1841, at the home of her father, Miss Stewart was born in Maryland, January 23, 1841, and crossed the plains with her parents in 1849. They moved to Marion County in 1869, and have since resided south of the city. They have been parents of seven children, six of whom are living—five girls and two boys. There are also two grandchildren. The members of the family are as follows: Mr. and Mrs. Phil M. Gilman and two children, Williamina, Or.; Mr. and Mrs. O. M. Jones, Seattle, Wash.; Miss Emma M. Higgins, Kelso, Wash.; Mr. and Mrs. L. T. Chymner, Tacoma, Wash.; Miss Ida May Higgins and Mr. and Mrs. G. S. Higgins, who reside at the farm with the old folks. Amos Henry Higgins, the eldest son, is dead.

ATONEMENT DAY HERE

JEWISH CELEBRATION IS BEGUN; CONTINUES TODAY.

Services at Temple Beth Israel Simple and Held Before Large Audience—Many Turned Away.

With special services and a special musical programme at the Temple Beth Israel Synagogue, the great Jewish holy day, Yom Kippur, Day of Atonement, was begun last night.

The synagogue was packed to capacity, and many were turned away. The service was opened at 8 o'clock with a violin solo, "Kol Nidre," rendered by Henry Bettman, and the atonement song service was capably handled by the Temple Beth Israel choir, under the direction of Mrs. Rose Bloch Bauer.

Inspiring and uplifting was Rabbi Jonah B. Wise's sermon on "Loyalty," in which the rabbi admonished his people to live up to the nature of their race, chief characteristic of which, he said, is loyalty; not to be loyal just for the fear of God, but to be loyal to themselves, to their race and to humanity.

The "cello solo, "Andante," played by Mr. Hanlein held the audience enraptured. The player showed talent in the rendition of this beautiful solo, every note being rich and well rounded out.

What was probably the most pleasing number on the musical programme was "Prayer," which, by request of President Sichel, was sung by the choir with soprano solo and quartet. This number was further enriched by the violin and cello accompaniment.

Following is the musical programme: Atonement song service by choir, Don J. Zan singing cantor parts.

Violin solo, "Kol Nidre," (Max Bruch's arrangement), Henry Bettman, "Cello solo, "Andante," (Goltzman), Mr. Hanlein.

"Prayer," (Gounod), choir, accompanied by cello and violin.

Today's services will commence at 8:30 this morning and last until night. The morning service will be read by D. Reiss Cohen, while Harold Reinhardt will assist in the afternoon.

Special music will be given during the memorial service, Mrs. Delphine Mark will sing "Look Up, O Heart," (Del Reigo), and Edgar E. Cousen, organist, will play "Aria," (Grieg), Handel's "Largo" and "Reverie," (Buet-Shelley). Mrs. Elfrida Weinstein, soprano, will also assist in this service.

POSTMASTERS MEET TODAY

Oregon Officials of First, Second and Third Classes Convene.

The Presidential Postmasters' Association of Oregon will begin its annual meeting in the convention hall of the Commercial Club at 10 o'clock today.

The association include first, second and third-class postmasters. There are about 75 in Oregon and most of them will attend the convention.

The convention will last two days, sessions being held in the forenoon and afternoon of each day. Tonight the postmasters will be given a banquet at the Commercial Club.

ALABAMA NEGRO LYNCHED

Mob Overpowers Deputy and Takes Prisoner—Bullet-Riddled.

MONTGOMERY, Ala., Oct. 12.—Grant Montgomery, a negro, of Catoosa County, was lynched last night near Centerville.

He was being brought to the Bibb County Jail on a charge of assaulting a white woman when the deputy having him in charge was overpowered and the negro's body riddled with bullets.

BOLD RUSE GETS ROBBER

Blacksmith Armed With Tobacco Can Captures Thief.

SEASIDE, Or., Oct. 12.—(Special.)—Armed with no weapon more formidable than a tobacco can, J. P. Merrifield, who owns a blacksmith shop here, today

captured and held a robber who had just held up the saloon of Axel Punnett with a big revolver and had taken \$2 and a watch belonging to the proprietor.

Merrifield set out after the robber after he heard the cries of Punnett, who had been bound hand and foot by the thief in a back room of the saloon. He overtook him on Main street, walking fast but apparently seeking to avoid the attention that he would have caused if he had run. Reaching in his hip pocket as if to draw a pistol, Merrifield ordered the man to throw up his hands.

"If you hadn't got the drop on me," replied the robber as he complied, "I'd blow a hole in you big enough to throw a dog through."

Merrifield disarmed his prisoner and turned him over to City Marshal Olin.

The stolen property was recovered, but the robber had no other money. He said that his name was John Troy, that he was a logger 29 years old, and had been driven to the crime by lack of money. He was held to the grand jury in \$1000 bail. He said that it was his first crime but he authorities are convinced by the care with which Troy planned the holdup that he had had previous experience.

Operation Held Honest.

Mr. McCrea testified that the increased income of the company made necessary the proposed advance in rates. He asserted that the Pennsylvania had never been operated with property expenses had increased proportionately with those of employees.

Transportation Is Needed.

"What this country needs and what has done so much to develop it, are transportation facilities. At this time I feel that improvements are very badly needed. Any scheme of rates that does not provide for that, treating the railroads as a broad proposition, will fall short of what the country absolutely requires."

Mr. McCrea expressed the opinion that any property capitalized company economically managed should earn a minimum of 7 per cent, particularly on account of the increased cost of living. He said it formerly was the Pennsylvania's policy to put in a dollar's improvements for every dollar paid in dividends, "but unfortunately we have not been able to continue that policy."

Asked by Commissioner Pruett as to future railroad developments in new territory, Mr. McCrea said he believed no money would be available for new railroad enterprises.

"It is not possible," he asserted, "We cannot get the money anywhere for that sort of exploitation."

M'CREA SAYS HIGH RATES ARE NEEDED

Big Operator Says No Funds Are Available Now for Improvements.

GRAFT IS MOST UNLIKELY

Head of Pennsylvania Believes Road Is Run Honestly and Because of Increased Costs Deserves More Revenue.

WASHINGTON, Oct. 12.—The Interstate Commerce Commission has decided to suspend the effective operation of the proposed rate increases on Eastern lines until February 1.

WASHINGTON, Oct. 12.—President James McCrea, of the Pennsylvania Railroad Company, was a witness at today's hearing before the Interstate Commerce Commission on the proposed advances in freight rates by railroads out of Chicago.

Mr. McCrea urged the necessity of the proposed increases on account of the increased expenditures in wages incurred by the roads during the last ten years—aggregating 23 per cent in the case of the Pennsylvania, and the increased cost of maintenance of service. The witness said that the results of the constant increases in the business of the Pennsylvania, through a long period of years, had been distributed either through reduction in rates, increases in wages and amounts paid for material, or by reinvestments in the property not capitalized.

Road Entitled to Consideration.

He expressed the belief that a property of the magnitude of the Pennsylvania Railroad rendering a service satisfactory to its patrons, "deriving, as it did derive in 1908, net earnings to the amount of only 5.6 per cent of the amount actually invested in the property," was entitled to fair consideration by the people, and he could not understand how rates that secured such results could be regarded as too high.

The hearing was conducted before the full commission, Chairman Martin Knapp presiding.

Expenses Budge \$34,000,000.

At the opening of the hearing, Francis L. Goater, general counsel of the Pennsylvania Railroad Company, said the expenses of the Eastern lines, through increases in wages and cost of supplies, recently had been increased approximately \$34,000,000 a year and that under proposed advances in rates earnings would increase about \$27,000,000 a year.

President McCrea testified that in the last 10 or 12 years the company's lines east of Pittsburgh had expended \$252,000,000 on improvements. Notwithstanding the increased cost of living, said Mr. McCrea, the 37,000 stockholders of the Pennsylvania Railroad—one-half of whom were women and children—were receiving the same amount in dividends now as they had received during the last ten years, although their expenses had increased proportionately with those of employees.

Operation Held Honest.

Mr. McCrea testified that the increased income of the company made necessary the proposed advance in rates. He asserted that the Pennsylvania had never been operated with property expenses had increased proportionately with those of employees.

Transportation Is Needed.

"What this country needs and what has done so much to develop it, are transportation facilities. At this time I feel that improvements are very badly needed. Any scheme of rates that does not provide for that, treating the railroads as a broad proposition, will fall short of what the country absolutely requires."

Mr. McCrea expressed the opinion that any property capitalized company economically managed should earn a minimum of 7 per cent, particularly on account of the increased cost of living. He said it formerly was the Pennsylvania's policy to put in a dollar's improvements for every dollar paid in dividends, "but unfortunately we have not been able to continue that policy."

Asked by Commissioner Pruett as to future railroad developments in new territory, Mr. McCrea said he believed no money would be available for new railroad enterprises.

"It is not possible," he asserted, "We cannot get the money anywhere for that sort of exploitation."

Transportation Is Needed.

"What this country needs and what has done so much to develop it, are transportation facilities. At this time I feel that improvements are very badly needed. Any scheme of rates that does not provide for that, treating the railroads as a broad proposition, will fall short of what the country absolutely requires."

Mr. McCrea expressed the opinion that any property capitalized company economically managed should earn a minimum of 7 per cent, particularly on account of the increased cost of living. He said it formerly was the Pennsylvania's policy to put in a dollar's improvements for every dollar paid in dividends, "but unfortunately we have not been able to continue that policy."

Asked by Commissioner Pruett as to future railroad developments in new territory, Mr. McCrea said he believed no money would be available for new railroad enterprises.

"It is not possible," he asserted, "We cannot get the money anywhere for that sort of exploitation."

Transportation Is Needed.

"What this country needs and what has done so much to develop it, are transportation facilities. At this time I feel that improvements are very badly needed. Any scheme of rates that does not provide for that, treating the railroads as a broad proposition, will fall short of what the country absolutely requires."

Mr. McCrea expressed the opinion that any property capitalized company economically managed should earn a minimum of 7 per cent, particularly on account of the increased cost of living. He said it formerly was the Pennsylvania's policy to put in a dollar's improvements for every dollar paid in dividends, "but unfortunately we have not been able to continue that policy."

Asked by Commissioner Pruett as to future railroad developments in new territory, Mr. McCrea said he believed no money would be available for new railroad enterprises.

"It is not possible," he asserted, "We cannot get the money anywhere for that sort of exploitation."

Transportation Is Needed.

"What this country needs and what has done so much to develop it, are transportation facilities. At this time I feel that improvements are very badly needed. Any scheme of rates that does not provide for that, treating the railroads as a broad proposition, will fall short of what the country absolutely requires."

Mr. McCrea expressed the opinion that any property capitalized company economically managed should earn a minimum of 7 per cent, particularly on account of the increased cost of living. He said it formerly was the Pennsylvania's policy to put in a dollar's improvements for every dollar paid in dividends, "but unfortunately we have not been able to continue that policy."

Asked by Commissioner Pruett as to future railroad developments in new territory, Mr. McCrea said he believed no money would be available for new railroad enterprises.

"It is not possible," he asserted, "We cannot get the money anywhere for that sort of exploitation."

Transportation Is Needed.

"What this country needs and what has done so much to develop it, are transportation facilities. At this time I feel that improvements are very badly needed. Any scheme of rates that does not provide for that, treating the railroads as a broad proposition, will fall short of what the country absolutely requires."

Mr. McCrea expressed the opinion that any property capitalized company economically managed should earn a minimum of 7 per cent, particularly on account of the increased cost of living. He said it formerly was the Pennsylvania's policy to put in a dollar's improvements for every dollar paid in dividends, "but unfortunately we have not been able to continue that policy."

Asked by Commissioner Pruett as to future railroad developments in new territory, Mr. McCrea said he believed no money would be available for new railroad enterprises.

"It is not possible," he asserted, "We cannot get the money anywhere for that sort of exploitation."

Transportation Is Needed.

"What this country needs and what has done so much to develop it, are transportation facilities. At this time I feel that improvements are very badly needed. Any scheme of rates that does not provide for that, treating the railroads as a broad proposition, will fall short of what the country absolutely requires."

"We're Hungry

for adventure. We're only boys and girls, a little bit grown up, but still stirred by martial music, thrilled by fire horses, lured by tales of subtle intrigue and splendid daring. We're tired of reading reams of stuff we care little about to get a little we care a lot about. Give us some stories that grip. Give us a magazine of Adventure." And that's what we've done. Look at this.



LAMBASA, Oct. 4th.—This kingdom is in a ferment over the mystery surrounding the burial of King Maudslayi. In the middle of the impressive ceremony an unknown man, apparently an Englishman, broke through the guard and smashed the glass of the royal coffin, shouting—"The King is Alive." The man was seized and thrown into a dungeon, the ceremony abruptly stopped, and the company dismissed. Former Queen Horatia announced to-night that the king had been privately buried.

There is a story being whispered about that the dead king was later seen struggling to escape from the Queen's Guard in the courtyard of the prison where the mysterious foreigner is incarcerated. There are rumors that the king and the foreigner have both escaped and there are hints at poison plots, in which a certain royal lady is said to be not above suspicion.

SOUNDS like an adventure story doesn't it? It is. It's the beginning of "Can a Man be True?"—an adventure story that is the real, real thing. You'll read it, and keep reading it. In fact if you really want to get away from the hard grind of the daily mill, if you want to get 192 pages of stories that have "something doing all the time" you'll get a copy of The Ridgway Company's brand-new magazine.

Adventure

Published by Everybody's Magazine

At All Newsstands—15 Cents

MOVE FOR FLEET OPENED

ASSOCIATED CHAMBERS OF COMMERCE TO MEET.

San Francisco Conference of Coast Commercial Bodies Called for November 17.

To advance the movement for a battleship fleet for the Pacific Coast, and to consider ways and means to present the matter to Congress, a meeting of delegates from the Associated Chambers of Commerce of Oregon, Washington and California will be held November 17, at San Francisco.

The announcement was received by the Portland Chamber of Commerce yesterday from the San Diego Chamber, and in the communication it was stated that Governor Gillett, of California, is in full accord with the movement and suggested that the meeting be held next month in order that a memorial for better Coast protection can be prepared and be submitted to Congress when that body convenes in December.

Information was also conveyed in the letter that the San Diego Chamber had received direct advice from Rear-Admiral Evans that he will do everything possible to further the movement. He is expected to attend the meeting by special invitation and to suggest an outline of the plans that may, in all probability, receive favorable consideration of Congress.

"This will be a most important meeting and it is expected that every

Chamber in the three Coast states will be well represented," said Secretary Gillett, of the Portland Chamber of Commerce, yesterday. "Oregon is especially interested in the movement for better Coast protection, and there is no doubt that this state will be well and ably represented at the meeting."

Meyer Chooses Torpedo Station.

SEATTLE, Oct. 12.—Secretary of

the Navy George von L. Meyer today, after investigating the desirability of a site at Flucia Bay, near Tacoma, decided to locate the new torpedo station at Keyport, on Dogfish Bay, near the Puget Sound Navy Yard. The Government is purchasing 250 acres of land on Dogfish Bay for the use of the station.

Nearly 600,000 cycles are manufactured in Great Britain and Ireland in the course of a year, and their value is about \$18,000,000.

Each of the chief organs of the body is a link in the Chain of Life. A chain is no stronger than its weakest link, the body no stronger than its weakest organ. If there is weakness of stomach, liver or lungs, there is a weak link in the chain of life which may ruin at any time. Often this so-called "weakness" is caused by lack of nutrition, the result of weakness or disease of the stomach and other organs of digestion and nutrition. Diseases and weakness of the stomach and its allied organs are cured by the use of Dr. Pierce's Golden Medical Discovery. When the weak or diseased stomach is cured, diseases of other organs which seem remote from the stomach but which have their origin in a diseased condition of the stomach and other organs of digestion and nutrition, are cured also.

The strong man has a strong stomach. Take the above recommended "Discovery" and you may have a strong stomach and a strong body.

GIVEN AWAY.—Dr. Pierce's Common Sense Medical Adviser, new revised Edition, is sent free on receipt of stamps to pay a quantity of mailing only. Send 21 one-cent stamps for the book in paper covers, or 31 stamps for the cloth-bound volume. Address Dr. R. V. Pierce, Buffalo, N. Y.

For Highest Quality use

KC BAKING POWDER

25 Ounces for 25 Cents

Made from pure, carefully tested materials. Get a can on trial. You never saw such cakes and biscuits. They'll open your eyes.

Guaranteed under all Pure Food Laws

Finest in the world for Men and Young Men

Afterburn System

FIFTH AVENUE NEW YORK

Clothes

Sold exclusively by

BEN SELLING

Leading Clothier

FUNDS TAKEN, FIRM FAILS

K. & S. Chemical Company Is in Hands of Receiver.

VANCOUVER, Wash., Oct. 12.—(Special.)—E. M. Scanlon was today appointed receiver of the K. & S. Chemical Company, and furnished bond for \$1000 for faithful performance of his trust.

The K. & S. Chemical Company has had a hard time of it since Dr. Francis Stewart has been alleged to have absconded with \$1000 in funds of the company. D. P. Doherty, on behalf of himself and other creditors, asked the court that the receiver be appointed.

Nothing has been learned of Stewart since his sudden disappearance from Vancouver.