

REPORT SAYS FIRE CAPTAIN IS GUILTY

Stokes Found to Have Falsified Records and Permitted Lax Discipline.

DRINKING BOUT ALLEGED

Failure to Awake in Time to Attend Fire Another Charge—Penalty May Be Dismissal From Department.

Although the Sellwood Board of Trade and other organizations are on record as saying that George W. Stokes, captain of Engine No. 29, is a man of high character, thoroughly competent and efficient in his position, he has been found guilty of serious charges made by members of his company and he may be discharged from the service.

penitentiary. Stanley told Judge Gantenbein he would be responsible for the conduct of Bradley, and would give the man employment if the judge would recommend to Governor West that he be paroled. The plea of Mr. Stanley was granted by the court, and Bradley probably will be set free by the Governor within a few days.

Bradley attempted to commit burglary in Stanley's home May 26, 1908. He had entered through a window, only to find himself in a bath room, the door of which was locked. Bradley was captured in the room and when arraigned pleaded guilty. He was sentenced June 12, 1908, to serve six years in the penitentiary.

Notwithstanding the fact that Bradley had tried to rob him, Mr. Stanley took an interest in the case. The court had previously returned the request of Bradley's mother that he be paroled. Many applications have been received for the release of Stanley for recommendations for parole. Each case is investigated carefully by the judge.

Much time was given yesterday by Judge Gantenbein to some of these applications, two of which were granted, the one being that of Bradley and the other that of R. T. Dickerson, who shot and killed H. A. Garrett on June 21, 1909. It was an "unwritten law" case. The prisoner, Dickerson, was a well-known, highly respected general food merchant. Sheriff Stevens, who was familiar with the case, also had a good word to say in behalf of the man, and when it was shown to the court that a place with a salary of \$30 a month was awaiting Dickerson, he recommended that Dickerson be released February 21, 1910, to serve three years.



Captain Stokes, of Engine No. 29, Found Guilty of Serious Charges.

Charges of neglect of duty and conduct unbecoming an officer were made against Captain Stokes by the city, former member of his company, who resigned because he alleged the captain made life unbearable for him. Among those testifying against the captain were Uelty, assistant chief, Herdman, Bates, John Snyder, H. E. White and James Emert, members of the company.

Records Declared Falsified.

Among the more serious charges found to have been proved by the evidence is that Captain Stokes frequently falsified the house journal, entering therein various items whenever he pleased, without regard to the fact which require certain insertions hourly. He sometimes left the house without any one on patrol duty on the ground floor, played cards with friends, and was absent for hours, but would then enter in the journal some result for each preceding hour, as he pleased, according to the evidence.

At one time, according to the evidence submitted, Captain Stokes was asleep and failed to get up in time to respond to an alarm; he did not put on his apparatus and did not attend the fire. He ordered that no report be made of the occurrence. It was sworn by members of his company, saying that when Slaughter went before the investigators he told it without reserve.

Fireman Tells Story.

Later Captain Stokes arranged with Slaughter to suppress the fire, but when Slaughter went before the investigators he told it without reserve. Captain Stokes and some of his men were also concerned in a drinking bout in a saloon while waiting for a car to go back to Sellwood the night of the big fire in the Exposition building several months ago. They should have returned to their quarters from temporary guard at a company house farther downtown on the apparatus, the report found, but instead took a car, violating the rules of the department thereby in entering a saloon while on duty, and also by smoking cigarettes on duty, which is also contrary to the rules.

Another serious breach of the rules was found to have been made by the captain allowing as many as four men to go to dinner at once. One man is all the rules allow to go at one time.

ARMY MAY BAR SPEEDERS

Rushing Autos on Vancouver Street Likely to Call Sentinels.

VANCOUVER BARRACKS, Wash., March 23.—(Special.)—Warm weather is making automobiles pleasant, the number of speed fiends on Reserve street has increased steadily. With guns well stationed along the road to enforce the speed law. Reserve street divided the military reservation from the city of Vancouver, and recently the government spent \$2000 in improving it.

PAROLE OF BURGLAR ASKED

Man Whose House Was Entered Promises to Give Prisoner Job.

Returning good for evil by asking for the parole of a man who had tried to rob him, F. S. Stanley, a wealthy lumber dealer, interested himself yesterday in the case of George Bradley, serving a six-year term in the state

NORTH COAST LINE READ FOR TRAFFIC

Final Inspection Made and Business Men Consulted About Service.

RICH COUNTRY TRAVERSED

Traffic Manager Miller Advises People to Diversify Their Industries—Great Prosperity of District Is Predicted.

Officials of the Harriman lines in the Northwest yesterday traveled over the new North Coast road from North Yakima to Attain, and made final preparations for handling the traffic that will begin to flow over this road with the inauguration of service today.

The party started from North Yakima soon after daylight and passed leisurely over the newly constructed tracks. Every detail of construction work and its relation to future traffic was examined. Reports were received from the wide and productive territory tributary to the line, and the conclusion was that the business will be more than satisfactory from the start, with bright prospects of a constant increase in both passenger and freight departments.

Business Men Consulted.

In the party, which rode in a private car and two special Pullmans, were Robert E. Strahorn, builder of the North Coast and now general manager of the second district of the O. W. R. & N. Company, of which the line has become a part; R. B. Miller, traffic manager; William McMurray, general passenger agent; John M. Scott, assistant general passenger agent; H. E. Lounsbury, assistant general freight passenger agent; A. C. Martin, chief clerk freight department; A. G. Teschke, clerk freight department; A. MacQuoadie, district freight and passenger agent at Spokane; Robert Burns, district freight and passenger agent at Walla Walla; Charles E. Woods, right-of-way, claim and tax agent; Robert Kamm, superintendent, and others.

At nearly every station they consulted with local business men and obtained from them expressions of opinion and advice on accommodation of traffic. Informative statistics gathered so that estimates of the future production of the fertile Yakima Valley may be drawn.

The territory traversed by the new line is rich in fruit culture. It contains several thousand square miles of land that can be irrigated with or without irrigation. Thus far, the fruit industry has received the principal attention of settlers. In fact the country depends almost entirely upon the products of its orchards.

People Urged to Diversify.

Upon this point Traffic Manager Miller sounded a warning at the banquet given in honor of Mr. Strahorn and the visiting O. W. R. & N. officials in North Yakima yesterday night. He advised against the country becoming engaged too much in one line of activity.

"Dairying and hog raising," he declared, "should become as important in this section as fruit raising. There is money, and good money, in raising hogs, and in raising dairy cattle. The land around here that now is being neglected because it is not quite good enough for orchards could be devoted to these other profitable enterprises."

Mr. Miller predicted great prosperity for the Yakima Valley in the next 10 years and by a comparison of figures in the Northwest with those of the country first was settled, foretold wonderful growth for the city of North Yakima in that period.

A feature of the festivities that struck a popular chord with the people of that district was the presence at the banquet of officials of competing rail lines and their participation in the celebration that marked the inauguration of the second rail system in that section, which for 15 years has known but one line.

Many speakers predicted the early arrival of a condition in the productivity of the Yakima Valley that would make it impossible for two roads to handle the enormous output of the orchards. E. M. Schley, of Kennewick, glanced into the future a few years and saw the time when the valley would be sending more than 100,000 cars of fruit to market annually.

A situation of this kind will require the most expert traffic management during a few months of the year. In his address Mr. Miller pointed out that with a part of the vast acreage devoted to other industries products can be sent to market at every period in the year and the industry of the farmer making deposits in the bank on only one or two occasions, he would be doing banking business from one year's end to the other.

These thoughts were given serious consideration by the 300 fruitgrowers and business men assembled and out of them may grow a movement to make the Yakima Valley a stockraising and milk-producing section as well as a fruit-growing center.

Walla Walla Is Benefited.

Next to North Yakima itself Walla Walla will receive the greatest immediate benefit from the opening of the new road. One through train each way will be operated between the two towns, leaving North Yakima at 8:45 A. M. and arriving at Walla Walla at 2:30 P. M. The distance is 132.4 miles. The northbound train will leave Walla Walla at 9:15 A. M., arriving at North Yakima at 2 P. M. Besides this service a motor train each way will operate between Kennewick and North Yakima and two motor trains will run each way between Grandview and North Yakima every day.

As this line will place the Yakima Valley in direct connection with Portland, it is possible that a through train between this city and North Yakima will be placed in operation within a short time. This service has not yet received the serious consideration of the traffic officials, but as soon as the business develops to the extent that now is apparent within the next few years, it is likely that conditions will demand it.

It is expected that the Yakima country will grow gradually to be considered a part of the Portland district and that the trade relations between the two sections will increase constantly. The distance between the two points is only a little more than 200 miles.

FACULTY MEMBER RESIGNS

Rev. W. D. Ferguson to Leave Pacific University for Albany.

PACIFIC UNIVERSITY, Forest Grove, Or., March 23.—(Special.)—

Rev. W. D. Ferguson who for the last two years has occupied the chair of Biblical language and literature at Pacific University, has tendered his resignation to the trustees of the institution. This comes as a result of an acceptance of a call from Albany College, of Albany, Or. His resignation is to take effect April 7.

The news of the resignation of Dr. Ferguson is received by the people here with surprise and regret. Pacific will feel the loss of one of her most efficient professors. Dr. Ferguson has an enviable reputation as a preacher and it probably is this reason that he will take up work with Albany College, which is at present conducting a financial campaign for buildings and endowment.

A similar chair of biblical language and literature will be established at Albany by Dr. Ferguson, but this department will not be taken up by him until next fall. At present he will work with President Crooks, who is now in New York in the interests of that school, in securing the desired support from the Presbyterians. Professor Ferguson has for the last two years been persistently carrying on the

financial campaign for the new Carnegie library for Pacific, having gone East for this purpose twice since he came here. He also raised a \$30,000 endowment for the chair of biblical language and literature.



John R. Swinton, Well-known Insurance Man, Who Died From Effects of Drinking Carbolic Acid Yesterday.

SUFFERER ENDS LIFE

JOHN R. SWINTON, DESPONDENT, DRINKS CARBOLIC ACID.

Prolonged, Painful Illness Responsible for Act of Old-Time, Able Insurance Man.

John R. Swinton, one of the ablest and best-known insurance men in Portland, where he lived for 30 years, died at his home, 1267 Williams avenue, yesterday at 2 P. M., from the effects of drinking carbolic acid, which he took in a moment of despondency caused by keen suffering that had induced a mental condition amounting almost to complete distraction.

Mr. Swinton had suffered intensely for several years from diabetes, and his suffering in the previous night had been so acute that he determined to end it all. He drank a portion of the contents of a glass of carbolic acid. His wife was absent from home at the time.

Dr. A. L. Canfield was called, but found it impossible to counteract the effects of the acid. He expressed the conviction that Mr. Swinton was under excessive mental strain.

Arrangements for the funeral have not been completed, but the time has been set for Saturday.

Mr. Swinton was born in Melbourne, Canada, May 28, 1850. He was the son of Robert Curry Swinton and Agnes Ross Swinton, both of whom were natives of Scotland. His father was a minister of the Presbyterian Church at Pictou, Canada, for many years. In Chicago with prominent business, and remained several years.

He came to Portland in 1882 and after a brief time became associated with the firm of Simpson, Quackenbush & Co., grain, commission and insurance brokers. He later took charge of the insurance business for a number of years, most creditably. He was known among his associates as a man of refinement and of genial and courteous address, and enjoyed high respect and social acquaintance. He was a member of the First Presbyterian Church. Since December 21, Mr. Swinton has not been in business. He was for several weeks at a sanitarium, but had recently so far recovered as to return to his home in Piedmont.

ROSEBURG MAY GET GAS

San Francisco Promoter Would Lay Mains in Half Year.

ROSEBURG, Or., March 23.—(Special.)—W. F. Boardman, of San Francisco, who passed yesterday in the city, says a petition will be presented to the Council Monday night asking for a 50-year franchise to lay gas mains in all

alleys and streets in Roseburg. Mr. Boardman agrees to file a \$20,000 bond as security that the plant will be in operation within six months from the date of granting the franchise. He also extends to the City Council the right to restrict the charges of gas to \$1.75 a 1000 feet, subject to the usual rebate of 25 cents for cash.

Mr. Boardman conducts gas plants at Medford, Ashland and in many California cities. He also seeks a franchise in Klamath Falls, where he intends to establish a plant next summer. He was accompanied here by Thomas D. Petch, chief engineer of the company.

DOGS ISSUE AT CHEHALIS

Proper Proposes Law, Owners of Pets Would Clear Sidewalks.

CHEHALIS, Wash., March 23.—(Special.)—Chehalis has a dog war, with grocerymen, butchers, fruitmen and other display merchants against the pets and patrons of the tradesmen in phalanx for the dogs.

Councilman West, a prominent grocer, has introduced a proposed ordinance which aims to compel all dog-owners to hold the animals in leash in business sections of the city. Enough Councilmen are in favor of the grocer's measure to make it a law.

On the other hand a charter provision requires merchants to keep all groceries, fruits and vegetables displayed on the sidewalk within a very small space.

"Force us to keep strings on our dogs," owners of pets threaten the merchants, "and we will compel you to keep within the tiny space allowed you on the sidewalk."

The war is not yet over.

Cases Are Set in Supreme Court.

SALEM, Or., March 23.—(Special.)—Following are the cases that have been set by Supreme Court Clerk J. C. Moreland: Tuesday, April 4—Chambers versus Chambers, Multnomah County;

Gray versus Frankhauser, Marion County; Wednesday, April 5—Luck versus Wakefield, Wasco County; Dose versus Bank of Woodburn, Marion County; Thursday, April 6—Browne & Co. versus John P. Sharkey Company, Multnomah County; Chauncey versus Wollenberg, Douglas County.

Pavers Would Convince Pasco.

PASCO, Wash., March 23.—(Special.)—Representatives of several paving concerns are in the city presenting the merits of their various propositions. The City Council has just returned from a trip to Portland, Spokane and Seattle, where paving materials were examined. It is the general opinion that either brick or bitulith will be used on that portion of the business district to be improved this summer.

FAMINE FUND INCREASES

Subscriptions Make Total of \$3600 on Second Installment.

Subscriptions aggregating more than \$600 were added yesterday to Portland's contributions for the relief of the famine sufferers in China. This increases the total to \$3600. Further \$20 subscriptions will be gratefully received. There should be no trouble in raising the second \$6000.

appeals for the aid of the famine sufferers today," said Mr. Selling last night. "Several checks of \$20 and \$25 each were received during the day from prominent Portland people. There is urgent need for more funds and as soon as the total reaches \$6000 it will be forwarded. Further \$20 subscriptions will be gratefully received. There should be no trouble in raising the second \$6000."

WATCH THE CROWDS RESPOND TO THIS ANNOUNCEMENT

Portland Women Know That It Means Something SENSATIONAL SUIT SALE FRIDAY AND SATURDAY ONLY

Friday we place on sale about 85 Tailored Suits, the surplus stock of a large New York manufacturer, secured at an unusual price, consisting of all the season's most approved models in Nobby Suitings of Mannish Worsteds, Tweeds and Serges, Pretty Tans, Grays, Browns and Navy or Black Serge, entire lot at

\$15.95 Selling Regularly to \$25.00

It is very urgent that you take advantage of this unusual event of economy, so come early, while sizes are complete. Illustration Shows Two of the Models.



LATEST MILLINERY ARRIVALS

CLOAKS

PORTLAND'S Emporium 126 SIXTH ST. SUITS

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GIVING ALCOHOL TO YOUR BOY?

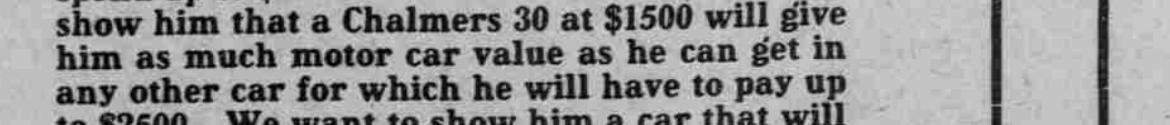
Why are you doing this? He would be much better off without it. Children do not need stimulants. But they often need a tonic, something to give them more color, more life, more strength. Can you find a strong tonic without a drop of alcohol? Certainly. Ayer's Sarsaparilla is just such a medicine. Entirely free from alcohol. No stimulation. No alcohol habit. Ask your doctor all about it. Let him decide.

J. C. AYER COMPANY, Lowell, Mass.

Daily movements of the bowels are just as essential for children as for adults. You can easily correct any tendency to constipation by giving small doses of Ayer's Pills.

Chalmers Cars Run With Eagerness

They are alive—so to speak. They get down to business on a steep hill or over a sandy or a muddy road as though they really enjoyed the task. You've got to ride in a Chalmers to appreciate their unflagging energy. And the Chalmers is a "Service Guaranteed" car.



We want to talk to the man who is willing to spend up to \$2500 for a motor car. We want to show him that a Chalmers 30 at \$1500 will give him as much motor car value as he can get in any other car for which he will have to pay up to \$2500. We want to show him a car that will surprise him—that we can offer so much real value for so little money. Come to the sales-rooms and take a ride in a Chalmers 30. It runs with eagerness.

Wobbly Nerves?

It may be from too much coffee.

Quit, and try

POSUUM

"There's a Reason"

H. L. Keats Auto Co.

Burnside and Seventh Streets