

BIG ROAD BUYER

Northern Pacific Back of Railway Sale.

CAPITALISTS ARE AGENTS

Need Columbia River & Northern to Complete System.

SHORTER ROUTE TO PORTLAND

Lyle-Goldendale Road May Be Extended Through Yakima Valley, and Project of Building Down Columbia River Revived.

The developments of yesterday in the sale of the Columbia River & Northern Railway tend to the further establishment of the theory that the property has really been sold to representatives of the Northern Pacific.

It is learned that the road was bought by Henry P. Scott & Co., bankers, of Wilmington, Del., who are in turn said to be backed by a syndicate of Philadelphia and Baltimore capitalists. Mr. Scott and his party are now in Southern California for a short visit, and will return to Portland in a couple of weeks, by which time their attorneys, Teal & Minor, will have finished the examination into the titles and records of the property. When that formality is finished, the Eastern bankers will pay the purchase price agreed upon, which is approximately \$1,000,000.

The capital stock of the Columbia River & Northern, as stated yesterday, is approximately \$300,000, while its bonded debt is \$250,000, or about \$250,000 a mile for its 41 miles of road. The Regulator Line of steamboats is capitalized for \$50,000 and has no bonded debt. The stockholders who put their stock in escrow pending the sale of the property are: Ladd & Tilton, T. B. Wilcox, W. B. Ayer, Rufus Mallory, A. L. Mills, C. F. Swigart, H. C. Campbell, W. P. Hawley, E. B. Piper, William MacMaster, George W. Simons, M. W. Smith, L. A. Lewis, W. E. Robertson, E. E. Mallory and Charles A. Cogswell.

The price agreed upon between Mr. Scott and the representatives of the stockholders was, as stated, very close to \$1,000,000.

Northern Pacific Seeks New Route.

For many years the Northern Pacific has been warring and watching for a shorter route to the East than the one now in use from Portland to Tacoma and then to the East across the State of Washington. All of this time the eyes of the management of the Northern Pacific have been turned longingly toward the north bank of the Columbia River, and it has become settled belief and an acknowledged thing among railroad men that the route would be yet adopted by the Northern Pacific, and that before many years had passed Portland would be the first of the trains come here over

road. These tracks now reach for 41 miles from the banks of the Columbia into the heart of a wonderfully rich country. Reaching farther to the northeast, the line would tap the Yakima Valley, a rich tract which is not richer in all the Northwest. At least the tributary line could tap the main trunk of the Northern Pacific at Prosser or farther to the north-west, thus opening a very rich land to railroad service.

But it is not this short line that the Northern Pacific wants. It is an outlet to the sea and to the seagoing traffic. It wants a track and an easy grade across the State of Washington, instead of away to the north and down, as now, to make a shortcut to the coast. This purchase will give in part what is wanted. Lyle, the lower terminal of the little road, is below The Dalles and less than 100 miles from Portland. From Goldendale it is not more than 50 miles to a junction with the main trunk of the Northern Pacific. The Northern already has large terminal facilities in Portland and a track to them; it has a crossing at Vancouver, and is talking of a better one. It is necessary, therefore, in case the Columbia Northern has passed under Northern Pacific control, for the larger road to secure its water grade to the main trunk of the Northern Pacific along a level river bank and through a level valley.

Taking, therefore, the known intentions and desires of the Northern Pacific management, with the coincident circumstances of the sale, it is almost safe to presume with certainty that the parent of the North Coast Limited will in a short time send its champion passenger train over the shorter route, with great shortening of schedule, while at the same time it will benefit by the vast freight resources of the territory, as well as the gateway it will hold to Oriental business through the port of Portland.

MAKE RAID AGAINST MILK.

Restaurant is Accused of Dispensing an Impure Article.

Justice Reid's court was devoted yesterday to a discussion of the quality of properties of milk. In an endeavor to insure the wholesomeness and purity of this household necessity, Health and Food Commissioner Bailey has taken the part of Sherlock Holmes against many of the purveyors and servers, and as an example F. Gamble, proprietor of the Lone Star restaurant on Burnside street, was called before Justice Reid yesterday to demonstrate that no matter what milk might be composed of or what it contained, it was still milk.

While the question of the purity of Portland's milk brought out but three witnesses yesterday, Commissioner Bailey and his deputy, H. B. Tater, as against H. and F. Gamble, the defendant, sustaining it, many interesting sidelights were thrown on the subject. It would doubtless surprise many people that even in the North End one can go into a restaurant where out of every three gallons of milk received by the restaurant one gallon resolves itself into cream and is served when a plain glass of milk is called for, and that the other two gallons are placed into the coffee. Out of an average of 50 gallons of milk a day, according to testimony offered to Justice Reid yesterday, 25 gallons turns into cream and is served the customer and the other 25 gallons is placed in the coffee. Such was part of the evidence introduced by Gamble in his defense yesterday against the charge of handling impure milk, but while no decision was given by Justice Reid, it is to be conjectured that the fact that he gets his supply of milk from Henry Westerman, he of notorious courtroom milk fame, will have considerable weight against him. Commissioner Bailey and Deputy Tater are firm in their conviction of the impurity of the milk supplied in this restaurant and base their entire argument upon analysis.

Justice Reid, after hearing the testimony, took the case under advisement, and will announce his decision during the coming week.

It is understood that the Health and Food Commissioners have but started

WANTS MORE MEN

Chief of Police Says Force is Too Small.

TWO NEW STATIONS NEEDED

In All Hunt Thinks There Should Be One Hundred and Fifty Patrolmen, and Would Increase Pay All Around.

The three newly-appointed detectives have entered upon their duties. They are Joseph Reising, L. G. Carpenter and A. G. Vaughn. Patrolman Taylor, named to



Joseph Reising, Detective.



L. G. Carpenter, Detective.



T. W. Taylor, Sergeant.

succeeded Carpenter as Sergeant, will go on duty at 11:30 o'clock tomorrow morning, with Captain Bailey and the second relief. The four men appointed as patrolmen to fill vacancies will report for work tonight and tomorrow night. Two will be assigned to the first relief and two to the second relief.

Arrangements are being made to have detectives available on short notice, day and night. Several will be assigned to night duty, but the details have not yet been completed. They will be subject to the orders of the Captain, in the absence of the Chief.

There are still several vacancies in the ranks, and the four new patrolmen do not bring the number up to the full quota. There are now 28 patrolmen who have to police the 40 square miles of territory covered by the city limits.

"We ought to have 150 patrolmen," said Chief Hunt last night. "Then there should be the office men, the jail men and patrol-wagon drivers. With the Captains, Sergeants and detectives, Portland would then be well policed. The four patrolmen just appointed do not bring the number up to the full quota. We have

FUNERAL OF L. A. LINDHOM

It Will Take Place at the Swedish Lutheran Church.

The funeral services for Leonard A. Lindhom, of this city, who died last Monday evening in Santa Barbara, Cal., of pneumonia, will be held today at 2 P. M. The burial will take place in Lone Fir Cemetery, under the auspices of Company H, Third Infantry, Oregon National Guard, of which the deceased had been a member for about one year. A squad from the company under the direction of Corporal Cramer will fire three volleys over the grave. Three intimate friends from Company H and three other friends will act as pallbearers. Leonard Lindhom was born in Clatsop

Heavy Tax Receipts Shown.

Sheriff Word has collected taxes amounting to \$41,651, to and including March 3, and the receipts yesterday were large. He has paid to County Treasurer Lewis \$23,300 and will make another return to the Treasurer on Monday. Three per cent rebate is allowed on all taxes paid in full on or before March 15. Many who have already obtained statements will pay by check. The collections this week are expected to be very heavy.

Chancellor Muldrow Dead.

MEMPHIS, Tenn., March 4.—A special from Starville, Miss., says Chancellor Muldrow, who served as First Assistant Secretary of the Interior during Grover Cleveland's second term, is dead at his home in that city, aged 81 years. Judge Muldrow was well known throughout the South.

ter being out about an hour, the Circuit Court jury returned a verdict this afternoon in favor of the defendant in the case of LeRoy S. Davidson against the City of Astoria. The suit was brought to recover damages in the sum of \$300 for injuries alleged to have been sustained by falling through a hole in the plank near the foot of Sixth street, on the evening of September 5, 1904. The defense was that the city had erected and maintained a barricade around the hole, and

County, Oregon, and received his education in the county schools there, living later in Astoria and coming to Portland about six years ago, where he had lived since. For the past year he had been employed by the Pacific States Telephone & Telegraph Company, and when he died he was working for the company in Santa Barbara, Cal. The young man was well known here, where he had many friends. He was nearing his 21st birthday.

MUST BE TRIED BEFORE MAY 1

Decision in Nan Patterson's Habeas Corpus Suit.

NEW YORK, March 4.—Nan Patterson, who has once been tried on the charge of murdering Caesar Young, must be given another trial by May 1 or be released on bail. A decision to this effect was given today by Justice Gaynor, of the New York State Supreme Court, in Brooklyn, on an application of Miss Patterson's counsel for a writ of habeas corpus and review of her case on the ground that she had been denied her constitutional rights to a prompt trial. The justice said: "The woman is, of course, entitled to a speedy trial. She has been tried, the

PROMOTED TO NEW POSITIONS ON THE POLICE FORCE

Jury disagreeing, six to six. It seems to be doubtful if the District Attorney moves her trial again. Unless he does so before May 1 next, let her be discharged on bail.

Already nearly a trainload of these pianos have been sold. Of the club membership, which is limited to 1000, over a third of the membership has already been secured, and deliveries are being made just as fast as pianos are received. For those who are anxious to have their instrument delivered at once, we have so far had enough instruments at our big warehouse to supply them at once, and we will use our utmost endeavor during the sale to be prepared for the most urgent demand.

CLUBS ARE FILLING

Eilers Piano House's Big, Generous, Broad Gauge, Progressive Way of Selling Pianos Proving a Practical Benefit to Scores of Buyers.

Prices and Payments Briefly Put

Club "A" contains 157 pianos, selling regularly at from \$350 to \$380. Prices in club members, \$110 to \$225. Payments \$15 down and \$15 a week.

Club "B" contains 222 pianos, selling regularly at from \$275 to \$325. Prices to club members, \$100 to \$225. Payments \$15 down and \$15 a week.

Club "C" contains pianos priced regularly at from \$200 to \$250. Prices to club members, \$100 to \$225. Payments \$15 down and \$15 a week.

Club "D" contains 154 of the most costly American-made pianos, discontinued 1904 styles of Chickering, Weber, Kimball and others, in excellent condition. Prices to club members, \$100 to \$225. Payments \$15 down and \$15 a week.

Club "E" membership 141, costliest grade and uprights in special styles, all of them regularly priced at over \$250. Average saving on these to club members \$15. Payments, \$15 to \$20 cash and \$15 a week.

Club "F" contains 196 pianos, being a miscellaneous collection of odd pianos, manufacturers' samples, discontinued 1904 styles of Chickering, Weber, Kimball and others, in excellent condition. Prices to club members, \$100 to \$225. Payments \$15 down and \$15 a week.

Remember, in this sale you secure, not only such wonderfully fine pianos as the Hazelton, Hobart M. Cable, Lester, Crown, Orchestral, Story & Clark, Schumann, Haddad, but also your choice of our entire line of the Chickering, the world's finest piano, the celebrated Weber of New York, the ball, either upright or grand, and that in all you have a range of over 20 makes, ready-made, reliable instruments to choose from. Time for closing these clubs is fast approaching. We will not exceed the number listed in any club. If you want a piano at present club prices, you must act at once. Every instrument fully guaranteed, and money back should instrument fall in any way to prove exactly as represented. Write to Eilers Piano House, 231 Washington street, corner Park.

What It Is

It is simply extending to retail buyers the same advantage that wholesale buyers have. It is cutting out the tremendous expense necessarily incurred by the retailer in marketing a sensitive and expensive article as a piano.

Instruments are sent directly from the factory to the home. The Eilers Piano House simply acting as the selling agent for you.

Already nearly a trainload of these pianos have been sold. Of the club membership, which is limited to 1000, over a third of the membership has already been secured, and deliveries are being made just as fast as pianos are received. For those who are anxious to have their instrument delivered at once, we have so far had enough instruments at our big warehouse to supply them at once, and we will use our utmost endeavor during the sale to be prepared for the most urgent demand.

URGED TO RUN FOR MAYOR

ST. JOHNS CITIZENS WANT W. V. JOES FOR CANDIDATE.

Commercial Club Will Preserve a Neutral Attitude — Prominent East Side Woman Dies.

W. V. Joes, of the Joes Flour Mill Company, may be a candidate for the office of Mayor of St. Johns at the election on April 2. It was said yesterday on good authority that Mr. Joes would be an acceptable candidate to the progressive element and to all elements in the community.

The St. Johns Commercial Club has announced that it will have nothing to do with the coming election officially, and that its members will act only in their individual capacity, although the organization is the most effective and powerful factor in that new city. Mr. Joes is a member, and a business man.

"There is nothing definite about my being a candidate for Mayor," said Mr. Joes last night. "Several men came to me today and asked me if I would consent to run, and I replied that I would think the matter over. While I should be very willing and glad to help the community, I should not care to sacrifice my business. The first I heard of it was being considered in connection with the office was only two days ago."

DEATH OF MRS. M. J. RUNYON

She Was Past President of Sumner Women's Relief Corps, G. A. R.

Mrs. M. J. Runyon, who has been prominent in fraternal circles in this city for a number of years, died at her home, 626 Powell street, yesterday afternoon at 4:15, aged 54 years, after a lingering illness. She was surrounded by members of her family, and though she had been a sufferer for a number of years, she died peacefully. Mrs. Runyon was born in 1851, in Goodrich County, Canada, of Scotch ancestry. Her early womanhood was spent in Detroit, Mich. In 1878 she was married to Walter McFarland, builder and contractor and prominent member of the G. A. R., and shortly afterwards moved to San Francisco, and thence to Portland. For the past 25 years she had been a resident of East Portland, respected by her neighbors and occupying a high place in the school and fraternal circles of the city. During 1903 she was president of Sumner Women's Relief Corps, G. A. R., and under her administration more

NOT MELONS

But Good Old Grape-Nuts This Time.

Out at Rocky Ford, Colo., where the wonderful melons come from, a man had an experience with food that he will never forget.

"I had been running down for a long time, memory not very bad. I had that dreadful feeling of apprehension that something was going to happen, and could not get rid of it."

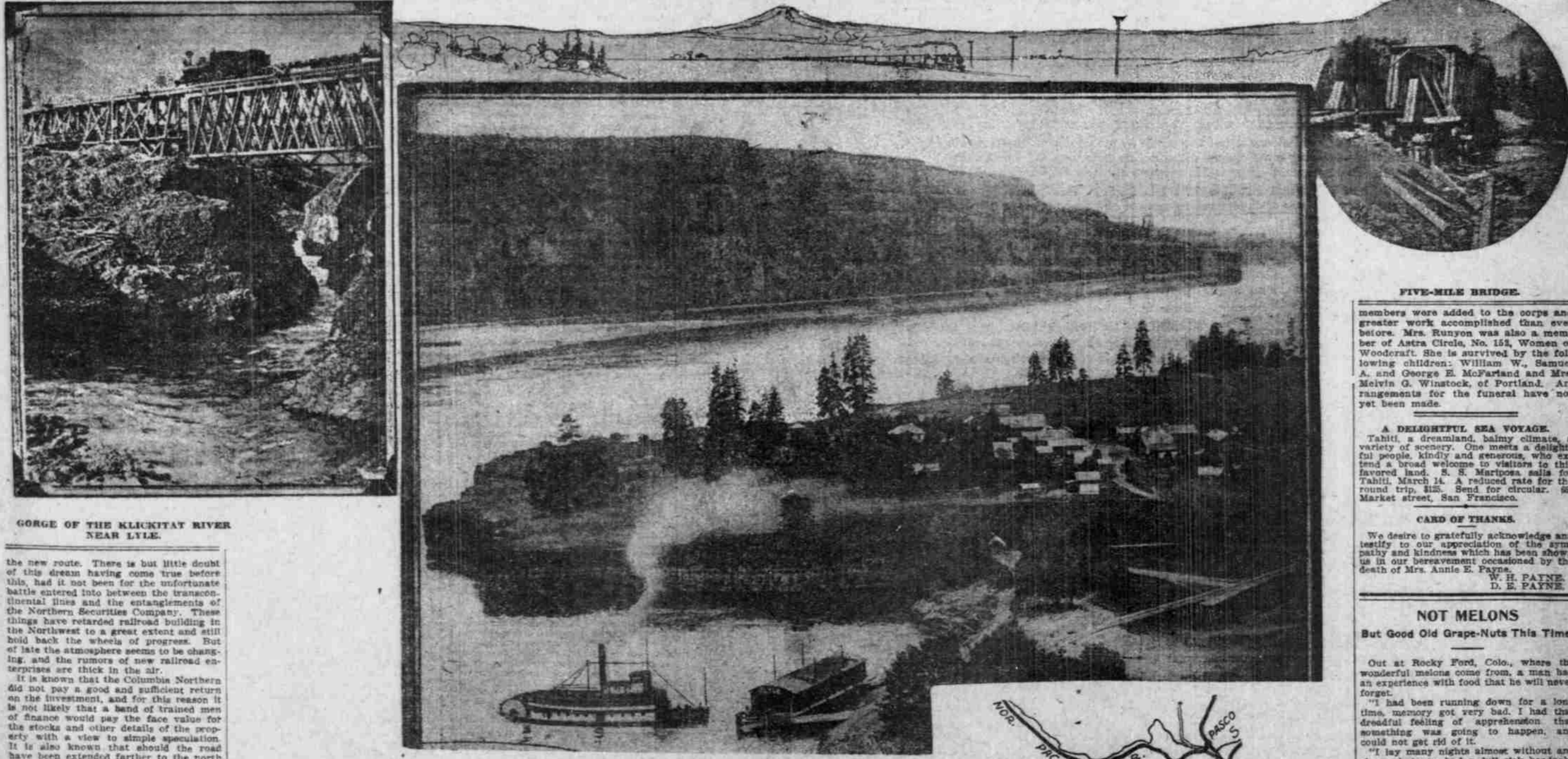
"It is necessary almost without any sleep whatever, had a dull sick headache most of the time, was nervous and my stomach was in a dreadful condition."

"I had become almost a complete physical wreck. Heart irregular. My complexion was sallow and I had lost flesh until I was very thin."

"At this period I was induced to change my food and go on Grape-Nuts and cream, and from the first week I found a marked change. I kept on steadily until now I have been using the food for four months. I have come back to my old weight, my complexion is rosy and indicates perfect health. My memory is better than it has been in years. All the old stomach and heart trouble is gone. I sleep like a baby at night and no one can tell how I appreciate the feeling of perfect health brought to me by Grape-Nuts. Mine given by Foster, & Co., Battle Creek, Mich."

"Look in each package for the little book, 'The Road to Wellville.'"

SCENES ON THE COLUMBIA RIVER & NORTHERN RAILROAD—SOLD FOR \$1,000,000



GORGE OF THE KLUKKITAT RIVER NEAR LYLE.

the new route. There is but little doubt of this dream having come true here this, had it not been for the unfortunate battle entered into between the transcontinental lines and the entanglements of the Northern Securities Company. These things have retarded railroad building in the Northwest to a great extent and still hold back the wheels of progress. But of late the atmosphere seems to be changing, and the rumors of new railroad enterprises are thick in the air.

It is known that the Columbia Northern did not pay a good and sufficient return on the investment, and for this reason it is not likely that a band of trained men of finance would pay the face value for the stocks and other details of the property with a view to simple speculation. It is also known that should the road have been extended farther to the north or the northeast it would have now been in a better financial condition, owing to the greater business it could have done with the same equipment. It is also known that at one time it was recommended by the management of the road that the tracks be extended at least as far towards the northeast as Bickleton in order to gain control of the business from the rich country tributary to the extension. At the same time, it was further suggested that should the track be pushed through the Yakima Valley it would have access to the business of a valley which would put the road on a paying basis and make it possible to yield dividends to the investors. But the proposition was never carried out, as it was thought to be a risky investment by those interested.

As a link in a chain, however, or even as a tributary line to the Northern Pacific, the tracks of the Columbia Northern would be of great value to the larger

THE TOWN OF LYLE, TERMINUS OF COLUMBIA RIVER & NORTHERN.

their renewed campaign against impure and adulterated foods, and that some more arrests will follow.

Suit Over Stockton Lode.

The testimony in the suit of the Badger Mining Company, of San Francisco, against the Stockton Gold & Copper Mining Company, of Seattle, is being reviewed by Judge Bellinger, and the 18th of this month. The suit is over title to an undivided one-half interest in a claim in the Stockton lode in the Elk Creek mining district, Grant County, Oregon.

only 19 patrolmen. There should be an increase of salaries, I think the Captains should receive at least \$100 a month, instead of \$80; detectives should have the same. Sergeants should have at least \$80, instead of \$75, and patrolmen, jail men and drivers should have at least \$60, instead of \$55. There should be two more stations, one in Albina and the other near Brooklyn. We also need 300 new telephones. All of these things, I know, the Councilmen would grant, were it possible under the circumstances.

Too Drunk to Be Careful.

ASTORIA, Or., March 4.—(Special.)—A-

