CITY'S SECOND RAILWAY LINE

System Built in 1890 Abandoned in

Five Vears for Lack of Business.

VANCOUVER, Wash., Sept. 26 .-

(Special.)—The present street railway system is not the first that Vancouver has had. In 1890 five miles of street railway were built in Vancouver, and the averem was in operation for four

bridge were afterward aban-

ompany.

The operation of this old street rail-

Between 1895 and 1997 Vancouver had no street railway, but in the early part of 1997 the Washington Railway. & Power Company was formed, of which W. H. Moore, president of the

hence east to Main street, thus com-

Tacoma Health Officer's Order.

TACOMA, Wash., Sept. 26 .- (Special.)

notified the theatrical managers of Ta-

coma that their theatres must be fumi-

churches," he said. "However, we hope they will take up the work without

WARSHIPS LEAVE NAPLES

Atlanta and Maine Start for At-

lantic on Way Home.

NAPLES, Sept. 27 .- The American

interest of public health,

being notified."

and it plans to traverse the thickly-setled portions of

PLACE HUNTERS ON COSGROVE'S TRAIL

Governor's Patronage Offers Many Attractive Plums to Office-Seekers.

NOMINEE RETIRES TO FARM

Seeks Seclusion of Country Place. Will Promise No Jobs Until Elected-Intimates Those Who Aided Him Will Be Favored.

OLYMPIA, Wash., Sept. 38 - (Special.)-Twenty-five heads of departments and nstitutions have had their tenure of office uncertain, by the defeat of Governor A. E. Mead and the nomination of S. G. Cosgrove as the Republican candi-

date for Governor. Under most of these heads of departments and institutions are from half a dozen to a half hundred cierks, stenosraphers, attendants or other employes whose hold on their positions is jeoprefized by a change of administration.

The patronage of the Governor of this

state in chief positions directly under his control amounts to salaries in excess of 190,000 a year, and when minor position are considered in which previous Gov erbors have always taken a hand it filling, the salaries at his disposal run into several hundred thousands of dollars.

The place hunters are known to be aircady on the trail of Mr. Cosgrove, who normal plurality of more than 40,000 in this state, is sure of election.

Cosgrove Dodges Office-Seekers.

Almost immediately after the primary election Mr. Cosgrove went into seclusion at his home in the country town of Pomeroy, a place not easy of access from the big centers of the state. It was stated that Mr. Cosgrove needed a rest after the strenuous days of his campaign, but it is now reported that a desire to escape the importunities of officeseekers had more to do with his retirement to his home than need of rest or recuperation of strength and health.

Pilgrims to the new throne have returned with the report that Mr. Congrove is not making any promises of office at this stage of the game. He is reported to have replied in each instance that he will have no places to give out until after he is elected, and that be purposes to give the preference to those who aided him in his campaign.

The office of state printer is considered one of the best plums at the disposal of the Governor, and it is said that there are numerous country newspaper pub-lishers who gave enthusiastic support to rove during the primary cam-o think they are especially well the position.

Printer's Profits \$10,000 a Year.

The remuneration of the state printe commists in profile on state printing, of which work he has exclusive control un-ier a schedule of prices fixed by law. The last Legislature appropriated \$85,000 for departmental printing, which has been found inadequate for the blennial period. The appropriation is now ex-hausted, and a deficiency appropriation in sight. In addition the Legislature is in sight. In addition the Legislature each session appropriates about \$10,000 for legislative printing, so that the work done in the two years by the state printer will go considerably over \$100,000. The profit is estimated to be about 10 per cent, or \$10,000, but the state printer must provide his own plant and the size of his profits deeped largely on what he of his profits depend largely on what he can sell the plant for after the expira-tion of his term of office.

The next best position in the Governor's

sintive list is railway commissioner. appointive list is railway commissioner. There are three commissioners who receive \$4000 per year each. In addition, there are regularly employed in the railway commission office a secretary at \$3000, a rate expert at \$2000, an engineer at \$3000, and numerous other employes whose number depends upon the liberality of the Legislature.

High-Salaried Commissioners.

On the Tax Commission there are three

On the Tax Commission there are three members appointed by the Governor who receive \$3000 per annum each. In this office there is a secretary at \$1500 and several clerks and stenographers who draw a total of \$2000 per year.

The three members of the Board of Control now receive \$2000 a year, but at the end of the terms for which they were appointed the salaries will be increased to \$2000. The term of one member, H. T. Jones (Dem.), expires June 12, 1009; J. H. Davis' term expires two years later and Matt Piles' term in four years. After June 12, of next year, Mr. Jones' successor will be getting \$2000 a year while his fellow-members on the Board will still be receiving \$2000.

In the Board of Control, as in all other appointive positions, the appointees hold office at the pleasure of the Governor, and may be removed before the expiration of their terms without cause. Removal of one and the appointment of another would not bring about an increase of salary, however, until the regular term, as above given, expires.

The Board of Control has three clerks drawing a total of \$2500 per year. The Board ostensibly selects the heads of the state institutions under its control, and these superintendents ostensibly name the employes of each institution. As a matter of fact, the Governor always has directed the appointments of nearly every institutional head, and has even

directed the appointments of nearly every institutional head, and has even brought about the appointment of political favorites to the minor positions supposed to be under the exclusive control of the superintendents.

Some Other Snug Jobs. The superintendents of the vario

stitutions controlled by the Board of Control draw the following salaries:
Superintendents of the two insane asylums, \$6000 per annum each; superintendent reform school, \$1800; superintendent school for deaf and billnd, \$1800; superintendent school for feeble minded, \$1800; superintendent ponitentiary, \$1800; superintendent Soldiers' Home, \$1200, laving expenses are also paid by the state. At the penitentiary there are nearly 50 positions which pay from \$50 to \$150 per month. There are a score or ns controlled by the Board of Con-

marty 59 positions which pay from so to \$150 per month. There are a score or more minor positions at each of the two hospitals for the iname. The Flah Commissioner, Labor Com-missioner and mine inspector are all ap-pointive positions, for which the last Legislature provided increases in salaries. The Flah Commissioner, who now gets 13000 per annum, will receive 1300 after March, 1911; the Labor Com-ulasioner, who now receives 11900 will receive 1400 after April, 1900; the mine inspector now gets 11500 but will receive

In addition to the office force given the Fish Commissioner he has the appointment, with the approval of the Governor, of the superintendents of the several fish hatcheries in this state, for which the salaries are not fixed by law. The fire warden mentioned above is appointed by the Forest Fire Commission, consisting of the Land Commissioner and four members named by the Governor. The Governor usually makes the appointment indirectly.

In the two lists given above there are salaries approximating \$13,000 a year not including those of the minor employes if the state institutions and numerous cierks employed by several departments for which lump sums were appropriated.

The total appropriations by the last Legislature for the salaries and office expenses of the appointive officers of the state and their employes aggregated more than the amount appropriated for all the elective officers and their employes. And this did not include the salaries paid to the heads of the state institutions. In addition to the office force given th

AUTO ROAD TO APPLE CITY

HOOD RIVER AND PORTLAND TO CO-OPERATE IN BUILDING.

Proposed Speedway Discussed With Enthusiasm at Meeting in Hood River.

HOOD RIVER, Or., Sept. 26 .- (Special.) HOOD RIVER, Or., Sept. 26.—(Special.)

—A largely attended meeting which was presided over by A. A. Jayne, president of the Commercial Club, took place here today in the clubrooms to discuss the proposed automobile road between Hood River and Portland. The meeting was addressed by Lewis Russell, chairman of the seed roads committee of the Autothe good roads committee of the Automobile Club of Portland; E. F. Cannon, the well-known constructing engineer, of Portland; P. M. Hall-Lewis, engineer of Hood River; A. L. Gillette, of Los Angeles; R. P. Loomis, of the New York commission from of E. P. Loomis & Co. commission frm of E. P. Loomis & Co., who owns an So-acre fruit ranch at Hood River, and E. L. Smith, B. J. Epping and B. L. Davidson of this city.

B. L. Davidson of this city.

The speakers all advocated the building of the road and the meeting showed a unanimous desire to co-operate in pushing the matter through with the least

ossible delay.

A conference of the Portland delegation and a committee from Hood River will be held tonight and tomorrow to discuss plans to take the matter up at once. The proposition is to have the residents of Multnomah and Hood River Counties build the portions of the road that will run through their respective counties.

O. A. C. SQUAD FORMIDABLE

Norcross' Champions Hope Again to Win Gridiron Honors.

OREGON AGRICULTURAL COL-LEGE Corvallis, Sept. 28.—(Special.)— The college champions of last year look as if they will be formidable contend-ers for the coveted honors of the grid-iron again this season. Norcross, who has had such phenomenal success since his advent as a football coach, will again be in charge of the work. He will have six or eight regulars of two sea-sons' experience as a nucleus to build sons' experience as a nucleus to build from, and several men trained in his style of play from the scrubs of last year to help in filling the vacant places. Some very likely looking new timber also has appeared on the field since the season opened. Such conditions seem to promise hig things from the collegians.

The regulars who will be in the line-up again this year are: Captain Wolfe as fullback, Pendergrass, captain of the 1907 team and Northwest guard, in his old place; Kelley at center; Cooper at one half; Gagnon in the initial back-field position; Cady and Dobbin on the ends; Barber in the other guard posi-tion, and possibly Jamieson, Northwest tackle, and Bennett at the tackle jobs. Evenden, Creswell. Smith, Collette and Keck, who did good work on the scrub squad last year, are also again on the field. Parker and Moore, two 190-pound men, have reported for work at O. A. C., for the first time, and look like

strong material.

The desultory practice which has been going on during the week will take on more definite form upon the opening of college on Monday. Nor-cross has devoted most of his attention thus far to teaching the men how to pass and fall on the ball. For the past two days he has had several squads of back-field candidates running through

SECURES ALASKA RAILWAY

Canadian Pacific Said to Have Bought White Pass Line.

VANCOUVER. B. C. Sept. 25.—(Special.)—Vancouver transportation men. expect to receive the announcement any day of the purchase by the Canadian Pacific Railway of the Skagway to Whitehorse Railway and the Yukon River steamers owned by the White Pass & Yukon Railway.

Yukon Rallway.

For a year negotiations for the purchase of the line have, been going on, but up to one month ago the chief English bondholders of the White Pass were not willing to accept what the Canadian Pacific Rallway offered to pay. The Guggenheims own a large block of stock in the line.

Control of the White Pass line would Control of the White Pass line would give a service by its own rails and steamers to the Canadian Pacific from London to Dawson. The Canadian Pacific would also be in a position to absolutely dictate affairs in the handling of Northern steamship business, for freight from all steamers would have to pay tribute to the short line of railway, whether bound to the Canadian or the American Yukon. American Yukon.

Washington Wins First Game.

Washington wins pirst Game.

SEATTLE, Wash., Sept. N.—(Special.)—
The football season in Seattle opened to egislature provided increases in alaries. The Fish Commissioner, who ow gets 1000 per annum, will receive sily of Washington and the Lincoln High School of this city, which was won by the former 22 to 0. The university cleven inspector now gets 11500 but will receive may be after June, 1905.

The football season in Seattle opened to day with the game between the University of Washington and the Lincoln High School of this city, which was won by the former 22 to 0. The university cleven inspector now gets 11500 but will receive may be former 22 to 0. The university cleven in interference. They showed lack of coaching and were devoid of speed and in interference. They showed lack of coaching and were devoid of speed and the St. Elmo Hotel at 6 o'clock, at which 100 Vancouver business men and their guests were present. Teasts were responded to by M. Clarke, A. Welch, W. J. Patterson, E. W. Hall, James B. Kerr, James P. Stapleton, Mayor E. M.

OPEN TO TRAFFIC

City on Columbia Celebrates Establishment of Streetcar Service.

DAY ENDS WITH BANQUET

Speakers Predict Great Future for Clark County Metropolis-Trolley System Completed After

Many Vicissitudes.

VANCOUVER, Wash, Sept. 26.-(Spe cial.)-The street rallway system of Vanouver was formally opened to traffic this afternoon when an official party made the initial run over the two and a half miles of track. Vancouver was in holiday attire and the people were out en masse all along the carline shouting

en masse all along the carline shouting and waving greetings.

The start was made from in front of the Courthouse on the branch line on Eleventh street, at 236 o'clock. James J. Padden, chairman of the committee on celebration, gave the word, Conductor John Hotsing rang the bell. Motorman Roy Adams turned on the power and the first car on an electric line, which it is expected will soon traverse the county for 100 miles, was off. There were two cars, Frank Smith and Harry Young being the motorman and conductor, respectively, on the second car.

Official Party Numbers 150. .

The party consisted of Mayor Green and the City Councilmen, prominent business men of Vancouver and their wives, W. H. Moore, of Portland, who was president of the company which began building the Vancouver street rallway; Attorney George Stapleton; of Portland, formerly Mayor of Vancouver, and the following officials of the Vancouver Traction Company, which owns the street rallway system: President, W. J. Patterson, of Baker City; vice-president and general manager, A. Welch, of Portland; treasurer, E. W. Hall, of Portland; directors, William Pullman, of Baker City, and Attorney James B. Kerr, land; directors, William Pullman, of Baker City, and Attorney James B. Kerr, of Portland. There were in all 150 per-

aons.

It was a continuous ovation from one end of the line to the other. The route was on Eleventh street to Main street, down Main to Third, west on Third to Washington, on Washington to the ferry landing, from there to Twenty-sixth and Eastham avenue at the northeast corner of the city, with the return trip to Fifth and Main, where the public exercises of the day were held. Frequent stops were made to let passengers on, and slow progress was made through lower Main street owing to the crowds in the street. The entire trip took \$\mathbb{Z}\$ minutes, though the return trip was made in \$7\mathbb{L}\$; minutes.

Cars of Latest Design.

The cars are the latest make and design and are easy riding. The line is standard gauge, the ralls 60 pound. The track is well built and solld, and the rerack is well built and sold, and amouth-

running line.

The cars were decked with banners bearing the inscriptions, "Vancouver, Happy in Her Prosperity," "The Worst Knocker Becomes an Optimist Here," "20,000 People in 1910," "Beginning of 100 Miles of Suburban Line in Clark County." The city band accompanied the party on the trip.

At the public exercises, E. G. Crawford, vice-president of the Vancouver National Bank, acted as chairman.

Green Reviews Town's History.

Mayor Green spoke of the early his-tory of Vancouver, its historic impor-tance, its ups and downs. He declared that at an important period in its hisation and decided that he, the first Democratic Mayor, was the man for the place, and forthwith pavement was laid, industries established, the North Bank Road built and a street railway

scured. He added:

"If the city 20 years ago had elected a Democratic Mayor the present growth would have started then." He prophesied 190,000 population for Van-

ouver in 10 years. James B. Kerr said that two years James B. Kerr said that two years ago, when he first came to Vancouver, there was not much more evidence of prosperity and progress than there was here half a century ago; that the announcement that the North Bank Road would be built to Vancouver at Road would be built to Vancouver at first found credence among but few here, but the ocular demonstration needed by the people was soon furnished. This was a great day for Vancouver, he declared, and when the suburban lines are built, the products of the county will all be marketed in of the county will all be marketed in this city and the merchants here will be aupplying the wants of a large and growing country population. This will become a large and populous community and growth will come quickly. A spirit of co-operation, however, is needed to make the most of the great opportunity. Speaking for the Vancouver Traction Company, he said the company would treat Vancouver and Clark County people fair, and they looked for like treatment in return. Under co-operation, Vancouver will Under co-operation, Vancouver will become a great city and great good will result to all concerned.

Sparks Invites Capitalists.

Councilman W. W. Sparks, nomines for State Representative, said this city needed outside capital and the way to

for State Representative, said this city needed outside capital and the way to get it was to extend a glad hand to those who had built the present street railway and to all others who come here seeking to invest money.

Walter H. Moore, ex-president of the Oregon Trust & Savings Bank, of Portland, who began building the electric line opened today, said he rejoiced with the Vancouver people that in a year and a half from now the city's peopletion would be 25.006.

President I. M. Swariz, of the Columbia Club, in behalf of the club, extended a welcome to the street railway company and the railway system. Attorney George Stapleton, of Portland, spoke of the struggles of the first streetcar system in this city, in the early '90s, when he was a citizen here and the city's Mayor; of the work of Senator Rands and other local capitalists in financing the street railway system a little more than a year ago; drew a delightful picture of Clark County's coming progress when the electric line was built throughout the county, as he said it would be, and ended by saying that "unless the pricounty, as he said it would be, and ended by saying that "unless the primary election system knocks the bottom out of things in this state, as it has in Oregon," he expects to see great growth and prosperity in this

Green, George McCoy, E. E. Beard and W. P. Connaway. The hit of the evening was made in the toast given by Attorney James B. Kerr. After the first trip by the official party, free rides for several hours were given the people of Vancouver, but at 6 o'clock the first nickel, for streetcar fare was taken in. The cars will meet all the ferries, and either a 20 or 30-minute schedule will be maintained at first. But if the traffic warrants it, a 10-minute service will be given.

Idaho Faces Three-Cornered Political Fight.

OVER PRIMARIES SPLIT

Senator Heyburn Is Only Candidate Who Is Openly Opposed to the "Will of the People" in the Present Campaign.

rallway were built in Vancouver, and the system was in operation for four years. George B. Markle, of Philadelphia, was the chief promoter and builder of the line, but there were a number of local men associated with him, among these being Edward Brown, Louis Sohns and L. M. Hidden.

The line was built at the time that the Union Pacific started to extend its line to Seattle, when the Union Pacific built one pier of the rallway bridge which the company expected at that time to construct across the Columbia. Both the line to Seattle and the railroad bridge were afterward aban-BOISE, Idaho, Sept. 26 .- (Special.)-With an independent party allowed to take root over dissatisfaction in Republican ranks in this state and alowed to go so far as to elect a state ticket at Troy, in opposition to the regular state ticket and, with the party divided on the direct primary street raffway at that time

party divided on the direct primary issue, Idaho promises to be rent in twain over factional rights.

Senator Heyburn, owing to his attitude against the direct primarles, is slated for slaughter, and Congressman French, defeated at the recent state convention for Congress by Colonel Thomas R. Hamer, is out favoring the issue and is after Heyburn's seat in the Senate. The state Republican committee is divided and, although the state convention killed the direct primary plank in the platform, every state candidate, with the exception of Heyburn, is advocating the passage of such a law.

Secretary Supports Senator. The street railway at that time started at the ferry landing at the foot of Main street, and ran out Main beyond the city limits on the north about four miles, to the racetrack. There was also a branch line running to the garrison. The line was in operation four years, being operated the first two years by electric power and the second two by horse power. The electric power was generated at the company's own power house on the waterfront, and this old power house is now used as the blacksmith shop for the Pittock & Leadbetter Lumber Company.

Secretary Supports Senator.

Secretary Addison T. Smith, of the

The operation of this old street rail-way system paid well at first, there being particularly a great deal of business in connection with the races, but after a time the branch line to the garrison was abandoned, for the busi-ness would not warrant it, but special trips were made on occasions. During the panic of 1893 business began to fall off, and it was during this period also that the bicycle craze was at its height, and between the panic and the bicycle, the old Vancouver railway system was driven out of business. Between 1895 and 1997 Vancouver Secretary Addison T. Smith, of the State Republican committee, is the only member of that body who comes to the support of Heyburn. When seen today by a representative of The Oregonian, Mr. Smith gave out the following interview:

"There is generally a mistaken idea about how Senator Heyburn stands on the direct primary issue. Mr. Heyburn has seldom touched on the subject in his addresses since the state campaign opened. He is opposed to the Oregon primary law and advises voters to study the primary issue before they clamor so loudly for it. Senator Heyburn feels that in avoiding the direct primary issue in his campaign he is following out the duty imposed upon him by the convention and is standing by the party platform. The very fact that the party killed the direct primary plank makes it imperative that Mr. Heyburn do not refer to it in his campaign speeches. He is not, and never has been, opposed to county conventions instructing the candidates to the Legislature in favor of the direct primary issue or any other for that matter. which W. H. Moore, president of the Oregon Trust & Savings Bank, was president and chief owner. This company was granted a franchise, and early in the Spring began the construction of the present street railway system. The work was continued until August, and up to that time \$30,000 were spent, but in August Mr. Moore met with financial reverses, and the construction work stopped.

A few weeks later the company was reorganized by local capitalists, and a primary lasue or any other for that matter."

Brady Favors the Law.

A few weeks later the company was reorganized by local capitalists, and a controlling interest in the stock purchased by them. The company as reorganized at once-took up the work of completing the line, and spent \$10,000 more in grading and laying the track. For a time then things were at a standstill, but about six months ago the Washington Railway & Power Company sold out to the Vancouver Traction Company, the present owners of the system. The present company has completed two and one-half miles of track to the city limits on the northeast, and it is this part of the Vancouver railway system that was opened today. The system will be further extended by building west along the northern part of the city, south on Smith avenue and Franklin to the North Bank railway station, and thence east to Main street, thus completing the loss line. James H. Brady, gubernatorial candidate, is with the direct primary issue and in his campaign he is openly advocating it regardless of the fact that the convention refused to indorse the issue and in-sert such a plank. Thomas R. Hamer, candidate for Congress is also speaking in favor of the law. Senator Borah, who arrived in the state yesterday from the East where he has been speaking in Maine in the interests of the National ommittee, is also a direct primary advo cate. Senator Borah may make a cam-paign tour in Oregon in the interests of the National ticket, and it is understood that negotiations are now in progress to close the dates for this trip. done he will appear in Portland.

Chairman Indorses Primaries.

thence east to Main street, thus com-pleting the loop line.

The building of electric lines, how-ever, will not stop within the city. The company has already projected the line several miles into the country, In an interview given out today State Chairman Barney O'Neil comes out flat chairman Barney O Neil comes out flatfootedly in favor of direct primaries. Mr.
O'Neil was virtually forced to jump on
one side of the fence or the other and inselecting the lesser of two evils he apparently decided to land on the popular
side or that favoring the adoption of a
primary law. In so doing he falls to adhere to the action of the convention on
this lesse and practically steads forth MUST FUMIGATE THEATERS this issue and practically stands forth as against Senator Heyburn and the senior Senator's attitude on the various planks in the platform. He says: Churches, Too, Expected to Head

The situation has crystallized into more definite demand for direct primaries in this state within the last few years City Health Officer Sargentich has and that the people expect the next Legislature to exact a direct primary law, is shown by the platforms of the several county conventions which have been held since the state convention. In gated at last once each month in the many instances they have declared in un-mistakable terms for a direct primary." "The same orders should apply to

Heyburn in the Cold.

Politicians who have watched the intersting situation in which the state central committee finds itself now in are of the opinion that by voting his sentiments in the above interview State Chairman O'Nell severs the last the from Heyburn so far as the direct primary issue is concerned and leaves the senior Senator ou in the cold. His attitude, they claim, places Senator Heyburn in a most peculiar light and while the senior Senator NAPLES, Sept. 27.—The American battleships Atlanta and Maine left here this morning for Gibraltar. As they ateamed out of the harbor they were saluted by the German and Brazillan warships.

Mr. and Mrs. A. N. Gilbert, of Salem, were visitors of Mrs. Ella E. Bybee, the the River Statesman has taken every one.

Mr. and Mrs. A. N. Gilbert, of Salem, were visitors of Mrs. Ella E. Bybee, the past week, and taking in the fair at the the Boise Statesman has taken every oc-casion to picture Heyburn in a light as

We Have No -Therefore Bargains Every Day PORTLAND WE CLOSED from 12 noon to 6 P. M. to let our employes go to the Stock Show. It was a great show indeed. It seems a shame that more stores did not see fit to back up this worthy Portland enterprise by closing their stores Saturday afternoon and giving the help a chance and the show a lift. ACHESON CLOAK AND

Have You Ever Thought

How much like quarrelsome boys men can be, and sometimes estimated great men-as, for instance, the controversy going on between Mr. Taft, Mr. Bryan, Mr. Hearst, Mr. Haskell, and even our President taking part? It is a quarrel, just as the cliques of quarrelsome boys indulge in. There are some people who applaud their favorite and think they approve when they really don't. We, the people, expect our great and near-great men to possess dignity and to refrain from playing petty ward politics after they have become National characters. Thus endeth the chapter, and we will proceed in the even tenor of our way, supplying the gentlemen of Portland and vicinity with Chesterfield Clothes, finest in the world, and take this opportunity to invite you to call and permit us to show you some of the handsomest novelties in Suits and Overcoats ever shown in the West. We are sure you will find them interesting and it will be our pleasure to show them to you. No obligation to buy-if you can refrain. Chesterfield Guarantee: If front of coat of any Chesterfield suit sold breaks or loses shape in one year's wear, we'll give you a new suit, free. Now, it's up to us.

R. M. GRAY

269-271 Morrison.

HILL'S HOQUIAM PLANS BIG

Northern Pacific to Expend Million in Terminal Improvements. HOQUIAM. Wash., Sept. 26 .- (Spe-

cial.)—It became semi-officially known today that the Northern Pacific will materially increase its yard facilities in Hoquism, and will expend approxi-mately \$1,000,000 in Hoquism alone. The vacation of a portion of several streets will be necessary for this pur-

opposed to direct primaries and has forced the Senator to strike a pugnacious attitude.

Court, to 10 to 14 years at Walla Walla. Certain was convicted of an tude.

Walla Certain was convicted of an tune tune to the strike a young boy while the ship lay at anchor here.

Withycombe to Go Back to Farm. HILLSBORO, Or., Sept. 26.-(Spe-

cial.)-James Withycombe, vice-director of the Oregon Agricultural College, was here today. He intends building a modern ranch house on his place, and move back to the farm after he leaves college, Washington County Republicans are insistent that he shall lead the state ticket in 1910.

Sheldon Made District Engineer.

HOQUIAM, Wash., Sept. 26 .- (Spe-Gets Ten to 14 Years in Penitentiary

HOQUIAM. Wash., Sept. 26.—(Special.)—Leo Certain, ex-steward of the barkentine Hawaii, was today sentenced by Judge Irwin, of the Superior

clail.)—A. G. Sheldon, who has been associated here for two years with Frank Bartist, chief engineer of the Milwaukee, has been appointed district chief engineer for the Northern Pacific, and will assume his new duties at once.

All Wanted Talking Machines

-it seemed

To us Saturday that nearly every family in Portland wanted one of these Talking Machine bargains. We are selling at clearance sale for \$7.50 and \$8.50 and several other models at about half price.

We are certain that every one who did secure one will congratulate himself and commend Eilers Piano House for its ability to give bargains at a time when real bargains are appreciated. The sale continues tomorrow with enthusiasm at the highest pitch.

—Notwithstanding

The onslaught of the past week, however, there are many bargains in Talking Machines, also Cabinets, for disc or cylinder machines, left. The sale started with not merely a few, but over 100 machines and 50 cabinets—an assortment in quality and price to suit any purchaser.

\$7.50 for \$17.50 Machines \$8.50 for \$20.00 Machines \$12.50 to \$19.40 for \$25 and \$30 Machines. Every Machine fully guaran-

teed and exchangeable.

\$ 8.75 for \$25.00 Cabinets \$ 9.50 for \$27.00 Cabinets \$26.00 for \$38.00 Cabinets \$47.50 for \$70.00 Cabinets \$52.50 for \$85.00 Cabinets Take a Machine on Our "Easy Payment Plan" if You Like.

Eilers Piano House

Washington and Park.

The largest dealers in all makes Talking Machines and Records in the Northwest.