TRAINS TO PIERCE TUNNEL IN SPRING

O. R. & N. Bore at Coe Station Near Pendleton Is Near Completion.

TRACKS TO BE LAID SOON

Timbering of Tube About Finished, but Connection of New Road With Old Entails Delay—12 Miles Gained by Change.

Trains will be running through the new O. R. & N. tunnel under Horseshoe Hill at Coe Station near Pendleton early next Spring, according to estimates of railway engineers in charge of the work.

Tracks through the tunnel itself will be ready early in the new year but because of the work to be done in connecting the new piece of road with the old line the operation of trains through the bore will be delayed for a brief period.

A force of men is engaged in timbering the bore, which has been completed after many months of arduous work. This detail itself will be completed in a few days after which the rails will be laid.

This task is one of the most important undertaken by the O. R. & N. Co. in Eastern Oregon for some time. While the tunnel is but 540 feet long it will cut off more than a mile of trackage over a rough stretch of country and will shorten the running time of trains. It is the longest tunnel along the entire main line of the O. R. & N., and is an important factor in connection with the rebuilding of the main line of the road between Yeakum and Pendleton. The cost was heavy as most of the way the bore had to be driven through a wall of solid rock.

The old road circles the hill in the shape of a horseshoe and the trains move over this piece of track slowly as the route, at places, is built on a grade.

The tunnel not only eliminates the curved tracks but is built practically upon a level surface through the hill.

From the portal on either side a short stretch of track has yet to be built to connect with the old line. This is thepiece of road that will not be completed until later in the new year.

The other track improvements planned by the O. R. & N. on the Pendleton division have been suspended temporarily, although it is expected that operations eventually will be resumed there. This includes the straightening of the line west of Pendleton and other improvements calculated to reduce the length of the road 12 miles.

DEPOT IS TO BE IMPROVED

North Bank Station to Be Made Comfortable for Travelers.

Arrangements have been completed for the further improvement of the North Bank station at Eleventh and Hoyt streets and the accommodation of the trains of the Astoria & Columbia River Railway at that place after December 15.

The improvements, under way for some time, and now are about two-thirds completed, include the erection of additional "umbrella" sheds and rearrangement of the building to care for travelers waiting for trains.

Part of the rooms used at present as a freight warehouse will be remodeled into separate rooms for men and women. These will be used by patrons of the Astoria & Columbia River road as well as those of the North Bank and Great Northern.

This work will cost approximately $7500, and it will be completed before the new service is inaugurated.

The entrance of the Astoria & Columbia River trains at the North Bank station will leave the Northern Pacific as the only Hill road entering the Union Depot.

With the Harriman interests having control of the Union station owning 60 per cent, the Hill lines have taken little part in the active management. By some the decision to run the trains of the seashore road to the Hill station is taken as a step on the part of the Hill interests to build a passenger station of their own or as a move to obtain an equal interest in the Union station.

Local officials of the company deny, however, that such is their intention. They point out that the line is operated in conjunction with the North Bank business, and that as a matter of economy and convenience the change was authorized.

"If the company has any intention of building a passenger addition to its present depot," said an official of the line here yesterday, "the matter has not been brought to our attention."

The additional business brought to the Hoyt-street station as a result of the entrance of the trains of the new line will not affect traffic there, as the road handles only eight trains a day, two to Astoria and Seaside and return, and two between Portland and Rainier, each way.

Freight business over the Astoria & Columbia River line also will be handled from the Hill station, ample arrangements having been made to accommodate it by extension of terminal facilities wherever required. However, this business is light compared with that of the Great Northern and Northern Pacific roads.

The "umbrella sheds" extend nearly the full length of the passenger platform, and lead up to the sidewalk at Hoyt street, so that patrons leaving a train at the north end of the platform can walk under shelter to the waiting-room or to a carriage.

The change is not expected to require a readjustment of trackage at the Union Depot, as the tracks now used by the Astoria & Columbia River will be appropriated to one of the other roads there. Until December 15, when the change actually takes place, no rearrangement will be made.

FUND FOR DINNER SOUGHT

Salvation Army Will Feed Poor of City Christmas Day.

The officers in charge of the local corps of the Salvation Army are busy making arrangements for the Christmas dinner for the poor of the city. The solicitors and appeals will soon be sent out and later pets will be stationed on the street corners, as is customary each year. The officers believe that the public will come to their help, and that through the gifts of the people of Portland the Army will be able to give the less fortunate a good Christmas dinner.

The Army is arranging to give 1125 dinners in 225 baskets, an average of five to a family, and as each basket will contain at least $3 worth of provisions, it can easily be understood that this is no small undertaking. With the Christmas tree for the children, and the ordinary relief work that the Army is continually called upon to do through the Winter months, it is necessary that the officers have from $1000 to $1200 by Christmas.

The officers think it is only right to warn the public to beware of imposters, who, taking advantage of the liberality of the public, have in the past represented themselves as Army solicitors and collectors. To guard against this, the officers wish it to be plainly understood that every one that the Army employs to collect for this work will wear the regulation Army uniform, including a red band on the cap or bonnet and will be provided with a book signed by Adjutant A. Loney.

Anyone wishing to communicate with the officers may do so by telephoning Marshall 1005 or writing to 265 Davis street.

HOPKINS MAKES REPLY

CHARGES MADE BY MOOSE OFFICERS ANSWERED.

Audit of Books of Lodge, He Asserts, Will Show $1500 Still Due Him for Organizing Work.

Roy B. Hopkins, of Portland Lodge, and one of the organizers of the Loyal Order of Moose, yesterday answered the charges made against him by officers of the lodge. His statement follows:

"The court recognized my right to audit W. L. Fulmer's books, after he had refused, and an expert auditor working on the same has proved my contention, that Fulmer was concealing and withholding moneys belonging to me, amounting to nearly $1500.

"I do not owe $100 in Portland and am financially responsible for 50 times that amount. I have never been expelled from my lodge in the Moose and will deposit $1000 with your paper or any bank to show that I have never been notified to that effect. If James J. Davis can expell people indiscriminately, without charges or trial, it is not in any published constitution of the Loyal Order of Moose. I have paid this gentleman over $2000 for the privilege of organizing in Oregon, and he has never advanced me one cent, never paid a bill, or furnished me with literature or supplies necessary to organizing. In addition to the great amount of money received from organizers, Portland Lodge, with its supposed present membership, will pay a heavy per capita tax to the grand lodge, so the statement that Mr. Davis would lose a great deal more if Fulmer had not held up nearly $1500, loses any weight.

"Part of this money belongs to my assistant organizers, all Portland men, and who need their money.

"Mr. Fulmer has desperately tried to bring the trouble between us into the lodge and into the newspapers.

"The fact that I am ill has induced Fulmer to get unusually busy maligning me, and taking the stand that he is an injured man. The members, however, will elect a new secretary at their next meeting next Wednesday night, and the members at least, if not the public, will find out after their own audit of the books, as I have by my private audit. I have paid all bills that I was supposed to pay for the local lodge, and am ready, and have been at all times, to pay any that have been overlooked, if any. The lodge is the largest in Oregon. It is not full of undesirables, and no Eastern man has the right to take their money and play any clique for selfish purposes.

"My attorneys, Sweet & Fouts, will settle my account with Mr. Davis and Fulmer in court."

GIRL'S COIN FOUGHT FOR

NURSE IN DENVER LEAVES $100 TO DR. ROY MATSON.

Mrs. Wright Files Codicil Bearing Miss Murphy's Mark—Attorney to Oppose It.

DENVER, Colo., Dec. 3.—(Special.)—The codicil to the will of Miss Mary Murphy, the Portland girl who died at the home of Mrs. Helen Wright here, November 25, has been filed for probate by Attorneys Gregg and Hackendorff, representing Mrs. Wright. A petition for leters of administration also was filed.

The codicil stipulates that Mrs. Mattie Thurman, the nurse who attended Miss Murphy, is to be the recipient of Miss Murphy's small trunk and contents. To Mrs. Wright is given the five diamonds, which Miss Murphy valued at $325.

"I direct that Mrs. Wright shall take full charge of my funeral, that she shall give me a decent burial and for such services she is to have the $1070 in the Hibernia Bank, out of which she is to pay $100 to Dr. Roy Matson, of Portland, Or., and the balance she is to keep."

That is the way one paragraph of the codicil is worded. To Mrs. Wright is also given Miss Murphy's large trunk and contents, three hats, a floor cushion and pictures. In her petition Mrs. Wright places the value of all the personal property at $1600.

The codicil is dated November 22 and purports to have been signed in the presence of Earle E. Wright and Leo. P. Floyd. Miss Murphy did not place her signature to the document, but merely made her mark, which was attested by the two witnesses.

Attorney Charles T. Mahoney, who was named as one of the administrators in Miss Murphy's will, declares he will contest the admission of the codicil on the ground that undue influence was exerted upon Miss Murphy at a time when she was too ill to have full control of her faculties.

Chicago Pays Well for Opera.

CHICAGO, Dec. 3.—The first four weeks of the Chicago grand opera season have proved a financial success. Andreas Dippel, general manager, made announcement to this effect yesterday. He said the average weekly subscription added to the box office receipts, by 28 operas and four Sunday concerts, amounted to $184,000. Continuation of support on the part of the Chicagoans for the remaining six weeks of the season, he says, will insure a financial success far above the expectations of the promoters. Counting on the same average for the season of 22½ weeks, Mr. Dippel says the receipts will go above a million dollars.

Atlanta Wants Big Apple Show.

SPOKANE, Wash., Dec. 3.—"Keep Atlanta in view for next year in arranging National Apple Show circuit," says a telegram received by the Chamber of Commerce today from Clark Howell, editor of the Atlanta, Ga., Constitution.

BEAR CARRIES 710

New Record Set for Number of Passengers.

SPECIAL LICENSE GIVEN

Report Is That Permission Will Be Given for Big Steamship to Keep Special Excursion License in Effect Permanently.

Records of the San Francisco & Portland Steamship Company were increased yesterday, when Captain Nopander ciceroned 710 passengers on the steamer Bear from this city, most of whom are bound for San Francisco. The passenger list represents the largest number of travelers ever housed on a vessel from the port. At first it was estimated that the capacity of the Bear and Beaver was 571 passengers each, but later it was given out that they carried 594. With a special permit obtained yesterday from Inspectors Edwards and Fuller, the total was increased to 710. In reality the steamer had 712, as two stowaways were reported aboard, but they were not found.

It is understood that the special license will be made permanent on the Bear and Beaver, as extra equipment has been provided in the way of life-saving apparatus. The increase is confined to the steerage accommodations, more berths having been installed 'tween decks.

The steamer Rose City, which carries 401 passengers, will be gone over with a view to ascertaining if her accommodations can be increased. In the event her list is enlarged lifesaving equipment will be provided. The steamers have more lifeboat capacity than prescribed by law, so it is only necessary to add life preservers.

STEAMER INTELLIGENCE

Due to Arrive.

Name.	From.	Date.
Rygja	Hongkong	In port
Sue H. Elmore	Tillamook	In port
Falcon	San Francisco	In port
Breakwater	Coos Bay	Dec. 2
Geo. W. Elder	San Pedro	Dec. 4
Rose City	San Pedro	Dec. 4
Golden Gate	Tillamook	Dec. 6
Alliance	Eureka	Dec. 8
Roanoke	San Pedro	Dec. 11
Bear	San Pedro	Dec. 14
Beaver	San Pedro	Indef't

Scheduled to Depart.

Name.	For	Date.
Sue H. Elmore	Tillamook	Dec. 5
Falcon	San Francisco	Dec. 6
Rygja	Hongkong	Dec. 6
Breakwater	Coos Bay	Dec. 6
Geo. W. Elder	San Pedro	Dec. 7
Golden Gate	Tillamook	Dec. 7
Rose City	San Pedro	Dec. 8
Alliance	Eureka	Dec. 10
Roanoke	San Pedro	Dec. 14
Bear	San Pedro	Dec. 18
Beaver	San Pedro	Indef't

FOUR VESSELS REACH RIVER

Ellerbek Gains Five Days on Speranza From Guaymas.

Southerly winds helped navigation to such a degree yesterday that four deep-watermen crossed into the Columbia River. The Italian ship Speranza arrived from Guaymas to load lumber in the lower harbor; the British ship Poltalloch came in, towed by the tug Hercules, from San Francisco, and will work lumber at St. Helens, for Port Natal, under charter to J. J. Moore & Co.; the German bark Ellerbeck, which Balfour, Guthrie & Co. has listed for Puget Sound, arrived from Mazatlan and will load wheat, and the British steamer Strathfillan, from San Francisco, reported to succeed the lost Selja on the Portland-Asiatic run for one trip.

The Speranza was out a month from the Southern harbor and made a fairly good run, while the Poltalloch was only three days on the way from San Francisco. This indicates that the Hercules found towing better than usual, as the blow was with her. She put to sea November 30 and crossed in shortly after 2 o'clock yesterday. The Strathfillan left the Golden Gate the morning of December 1 and arrived at 4:30 o'clock yesterday. While the Ellerbek came from Mazatlan, she called at Guaymas and left there November 8, gaining five days on the Italian.

THIERS' OWNERS BRING SUIT

Company Asks Judgment Against Balfour, Guthrie & Co.

Differences between Balfour, Guthrie & Co. and the Compagnie Maritime Francaise, owners of the French ship Thiers, regarding cargo the craft brought from Ipswich, have resulted in suit being filed in the Federal Court by the French interests for $1487.96. The Thiers already has most of her outward cargo aboard. The cargo is supplied by the Portland Flouring Mills Company. The Thiers will get away this week.

It is set forth in the pleadings that November 24, 1909, Balfour, Guthrie & Co. chartered the vessel to load 3194 tons of general cargo at the European port for Portland and that the freight charge reached $6987.96, of which $5000 was paid when the cargo was discharged. An order was made yesterday through which the master of the ship will give testimony tomorrow before a commissioner, that her departure will not be delayed, and the case will be set for trial later.

TAB ON RIVER TO BE KEPT

Bridgetenders to Post Rise and Fall of Stream for Skippers.

Upon request of steamboat captains, five of whom called upon County Judge Cleeton and the County Commissioners yesterday, bridgetenders on the Willamette River will post bulletins giving the amount of clear space between the water's surface and the bottom of the bridge every day, as the river rises and falls. This plan is adopted that the boatmen may determine whether they can get under the bridge without calling for an opening of the draw.

Captains Graham, Shaver and Hackett declared that, while they did not favor closing of the bridges during certain hours, they felt that, as long as such regulations are enforced, they would give the authorities their assistance. They thanked the County Court for the fair treatment accorded them.

RECORD TRIP NOW PLANNED

Steamer Zelandia Would Reach Sydney Before Christmas.

VANCOUVER, B. C., Dec. 3.—(Special.)—"Sydney in 22 days or bust," is the slogan of the steamer Zelandia's officers, whose vessel sailed yesterday for the Antipodes. The reason for this remarkable slogan, which means the breaking of all trans-Pacific records if it is to be accomplished, is none other than the desire of the ship's complement to spend the Christmas holidays at home.

The best time ever made to Sydney from this port was 23 days, but the Zelandia being almost a new vessel, stands a fair chance of lowering the record—and all for the sake of Santa.

Steamer Chester Makes Speed.

Employes of the Kellogg Transportation Company are discussing a fast trip recently made by the little steamer Chester, which is said to have run 15 miles on the Cowlitz River to reach Castle Rock, in 30 minutes. According to statements of members of her crew the current was decidedly swift. The Chester has no record for speed, as she was built solely for the purpose of stemming swift water with fast loads, and it was nature and not her power that made railroad time possible.

Marine Notes.

To complete taking on her wheat cargo the Glenholm yesterday shifted from Martin's dock to Montgomery dock No. 2.

In order to discharge some of her inward cargo the Scottish Moors will shift today from the North Bank dock to that of the Star Sand Company.

Work will be continued today on the steamer Shoshone with the hope of floating her from the Oregon drydock by night. The wheel is in place and the rudder will be shipped today.

Major Morrow, Corps of Engineers, U. S. A., is expected home tomorrow from Lewiston, where he went Friday on business connected with the reopening of navigation on the Snake River.

J. Walter Ransom, general agent of the Harriman steamer lines, expects that the Oriental liner Rygja will finish loading tomorrow and start for sea Tuesday. The Strathfillan will be given as quick dispatch as possible.

Among late arrivals in the sailing fleet this season will be the French bark Duguay Trouin, which was yesterday chartered by Meyer, Wilson & Co. to load general cargo at Glasgow for Portland. She is scheduled to sail from Europe in January.

Owing to rough weather outside, which would prevent her prompt departure for Tillamook, the steamer Sue H. Elmore did not sail last evening, but will remain in port until tomorrow afternoon. The steamer Golden Gate is yet at Astoria, though she made attempts to cross out.

With general cargo from the Atlantic seaboard, transshipped at San Francisco, the American-Hawaiian steamer Falcon yesterday entered at the Custom-House and the barge Amy Turner entered from the same harbor with cement. The steamer Bear cleared for California ports.

Captain McLeod, who was master of the barge Gerard C. Tobey when she made her first voyage here in the service of the Ocean Barge & Towboat Company, is skipper of the barge Amy Turner of the same fleet, which is discharging cement at Columbia dock No. 1. Captain McLeod says that in spite of the fact the journey from San Francisco was the roughest in his experience and that the vessel was awash frequently, the damage to cement does not exceed the average.

Movements of Vessels.

PORTLAND, Dec. 3.—Arrived—Steamer Rosecrans, from San Francisco; steamer Shasta, from San Francisco. Sailed—Steamer Bear, for San Pedro via San Francisco; steamer Washington, for San Francisco.

Astoria, Dec. 3.—Left up at 7 A. M.—Steamer Rosecrans. Arrived down during the night barge Annie Johnson. Arrived at 8:20 and left up at 10:40 A. M.—Steamer Shasta, from San Francisco. Arrived down at 9:30 A. M.—British ship William T. Lewis. Left up at 10 A. M.—Schooner Annie M. Campbell. Sailed at 10 A. M.—Steamer W. S. Porter, for San Francisco. Arrived at 1 P. M.—Italian ship Speranza, from Guaymas. Arrived at 2:15 P. M.—British ship Poltalloch in tow of tug Hercules, from San Francisco. Arrived at 2:30 P. M.—German bark Ellerbek, from Mazatlan. Arrived at 4:30 P. M.—British steamer Strathfillan, from San Francisco.

Montevideo, Dec. 3.—Sailed—Steamer Nicholas, for San Francisco and London; St. Ronald, for Antwerp, Vancouver, B. C.

Hongkong, Dec. 3.—Arrived previously—Panama Maru, from Tacoma.

Antwerp, Dec. 1.—Sailed—Admiral Duperre, for San Francisco.

Auckland, Dec. 3.—Arrived previously—Century, from San Francisco.

Sharpness, Dec. 2.—Arrived—Inverkip, from San Francisco.

San Francisco, Dec. 3.—Arrived—Steamers Taliac, from Everett; barkentine James Tuft, from Newcastle, Australia. Sailed—Trinculo, for San Jose de Guatemala; Sierra, for Honolulu; Enterprise, for Hilo; schooners William Renton, Mahukona, for Puget Sound.

Tides at Astoria Sunday.

High.	Low
3:00 A. M.....6.5 feet	8:08 A. M.....4.4 feet
1:50 P. M.....8.4 feet	8:58 P. M.....0.8 feet

SMALL ROADS STEP IN

PETITIONS OF INTERVENTION FILED IN RATE CASES.

Walla Walla Asks Washington Railroad Commission to Make O. R. & N. Co. Co-Defendant.

SPOKANE, Wash., Dec. 3.—(Special.)—Petitions of intervention have been filed by Will G. Graves for the Spokane & Inland and the Idaho & Washington Northern and by attorneys for the O. R. & N. in the Tacoma and Seattle distributing rate cases, which will be heard by the State Railway Commission the first week in February.

Walla Walla has asked the Commission to make the O. R. & N. a co-defendant with the original defendants, for the reason that Walla Walla is served by the O. R. & N., and trunk lines depend for the most part on the commodities distributed out of Spokane for their revenue.

The original complaint filed by the commercial organizations of Tacoma and Seattle asks for a reduction of the rate on eevry kind of commodities in order to enlarge the respective distributing fields of the Coast cities.

The commercial bodies of Spokane, Aberdeen, Bellingham, Olympia, Walla Walla, Cheballs, Centralia, Prosser, North Yakima, Ellensburg, Kennewick, and other towns, realizing the disadvantage of such a reduction of rates only out of Tacoma and Seattle, have applied for lower distributing rates identical with those established for Tacoma and Seattle.

Vassar College Chefs Strike.

POUGHKEEPSIE, N. Y., Dec. 3.—The chefs in Vassar College are on strike and the thousand students are wondering what kind of dinners they will get for the next few days. The chefs objected to having the number of their assistants cut down, asserting it would mean longer hours of work. The college authorities will put the culinary department in the hands of assistants while the strike continues. They expect that the trouble will be short lived.

Union Nominates Officials-to-Be.

UNION, Or., Dec. 3.—(Special.)—Nominations filed for city offices, the election to be held Monday, December 5, are as follows: Mayor, L. A. Wright; Recorder, I. D. Wright; Councilmen, Will Vogel, C. J. Forsstrom and S. L. Hunter, (two to be elected); Treasurer, Osburn Richins; Marshal, Henry Shannon; Street Commissioner, Scott Harn.

COOK TRIES BRIBE TO GAIN SILENCE

Newspaper Man Gives Inside Facts of How Explorer Failed in Efforts.

PEARY DETECTIVES ACTIVE

Faker Makes Liberal Use of Money, but Fails to Pay Guides Who Made Mt. McKinley Trip, and They Expose Him.

EVERETT, Wash., Dec. 3.—(Special.)—S. P. Donahue, a newspaper man, who was in Missoula, Mont., when Dr. Frederick A. Cook visited that city in an effort to discredit Guides Printz and Barrill, tonight gave out a statement concerning Cook's trip, and some of the inside facts as to the persons who prepared the records in the case, and the effort made by Cook to bribe and bulldoze those who sought to unmask him.

Mr. Donahoe was one of those who aided in exposing the explorer, and he has kept in close touch with the proceedings in the case. He said tonight:

"Those who have read the newspapers will remember that after Dr. Frederic A. Cook, the explorer, returned to New York he spent a month preparing his record as it was explained at the time. The records were prepared with the assistance of Mitchell and a Montana newspaper man who was well paid for his trip to New York. He aided in getting a little story together, and small wonder that the Copenhagen schools could find no science about it. As a piece of fiction it stands alone.

Unpaid Guides Talk.

"There is absolutely no question as to the crafty sanity of Dr. Cook. He missed no opportunity of bolstering up his cause, and as far as he knew how tried to make good.

"Cook can ascribe his failure in his great fake to several causes—his failure to pay his guides after the McKinley trip; his choice of poor advisers; the Montana fiasco; on the extravagant use of money and finally the egotism which led him to believe he could deceive Copenhagen schools with a story of exploration largely written by newspaper men who could not tell longitude and laitude from a skyscraper.

"Dr. Cook had imagination enough to plan his stupendous fake concerning the discovery of the North Pole, but lacked the nerve to brave the criticism of the American people. His recent statement is what might be expected of an adventurer. When Cook's McKinley fake was exposed by Guides Barrill and Printz, of Missoula, Mont., he surrounded himself with a motley crowd of advisers, some of whom were not any too scrupulous.

Peary Detectives Active.

"Instead of standing pat, the explorer sought by the use of money to bolster up his cause, but his workers bungled, detectives in the employ of Peary advocates were watchful, and the crookedness of the affair became apparent to even the most faithful of the adherents of the Brooklyn imposter.

"Cook spent thousands of dollars in an effort to color the newspapers with favorable affidavits in regard to his McKinley trip in the payment of lawyers' fees and as retainers for 'boosters' in his game.

"The visit of the explorer to Western Montana resulted in a small scandal, similar to those which accompany a Senatorial election in the treasure state. It was simply a question of who was 'fixed,' and in some cases it was found necessary to supply the cash more than once."

SHOW VISITORS LEAVING

Heppner Exhibitor Makes Sale of His Prize Stock in Chicago.

CHICAGO, Ill., Dec. 3.—(Special.)—Western visitors at the International Livestock Exposition, which closed tonight, are planning to leave Chicago tomorrow. Many of the Western breeders have purchased some of the prize-winning stock.

W. O. Minor, of Heppner, Or., who disposed of a herd of Shorthorns after winning a number of prizes with them, has left for Hudson, Colo., where his wife and children are spending the Winter.

Oregon was not represented at the first annual meeting of the National Association of Stallion Registration Boards, which was held last night. Dr. G. E. Noble, of Boise, Idaho, was one of the speakers. He told of the good work in the way of needed legislation, which has been enacted through the efforts of members of the association. The regulation of stallions in service will soon be uniform all over the United States, according to speakers at the meeting.

Baker Brewery Grows.

BAKER, Or., Dec. 3.—(Special.)—The American Brewery and Crystal Ice Company, the largest brewery in Eastern Oregon, found it necessary to enlarge the plant and a stock house 51 by 30 feet, with concrete foundation and brick walls, is being constructed. New machinery will also be added.

NO CURE, NO PAY

OUR EUROPEAN METHODS CURE.
$5.00 AND $10.00 IS OUR FEE.
FREE X-RAY EXAMINATION.

Diseases of Men and Women

We make no misleading statements or deceptive propositions to the afflicted, neither do we promise to cure them in a few days in order to secure their patronage, but we guarantee a COMPLETE, SAFE and LASTING CURE in the QUICKEST POSSIBLE TIME, without leaving injurious after effects in the system, and the lowest cost possible for HONEST, SKILLFUL AND SUCCESSFUL TREATMENT.

Acute, Chronic and Nervous Diseases, Blood Poison, Nervo-Vital Troubles, Stomach Troubles, All Forms of Skin Diseases, Catarrh of all forms—$5.00 per month; Eczema, Piles cured without the knife; Swollen Glands, Nervousness, Debility, Varicosed Veins, Bladder and Prostatic and Contracted Troubles and all Acute and Chronic Diseases of Men and Women. Skin Diseases a Specialty.

Call today for free X-ray examination. If you cannot call, write your symptoms. Many cases cured by our home treatment. Call at once and be cured.

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For Rheumatism and Nervousness

Better Than Medicine

Rheumatism, Nervousness, Neuralgia, Backache, Liver and Kidney complaints are caused by excess uric acid. Medicine can only temporarily counteract the effect, while Electropodes remove the excess uric acid, and all other poisons and impurities, from the system. The result is prompt relief and a permanent cure.

One man from Pasadena, Cal., writes: "Electropodes cured me in two weeks' time, after all other remedies had failed." Another from Madison, Neb., says: "Electropodes have done me more good than all the medicine I have taken."

NO CURE, NO PAY

Druggis's Sign This Contract:

The purchaser of Electropodes is granted the privilege of returning them within 30 days, and the purchase price ($1.00) is to be refunded upon the following conditions: They are to be worn according to directions for at least 25 consecutive days, and then if not satisfactory, to be returned in original box.

Druggist's Signature _____

At druggists; or by mail, postpaid. If your druggist cannot furnish Electropodes, send us $1.00, and we will see that you are supplied immediately. State whether for man or woman.

Western Electropode Co.,
247 Los Angeles St.,
Los Angeles, Cal.

AUDUBON SOCIETY MEETS

Laws to Be Framed for Protection of Chinese Pheasants.

At a meeting of the Oregon Audubon Society last night the question of taking steps for the protection of the Chinese pheasant in Multnomah County was taken up. The society will endeavor to pass two laws at the next legislative session, one making it a closed season the year around for the killing of Chinese pheasants and the other for the establishment of preserves on private property for the protection of all birds. The latter will also aid in the preservation of the Chinese pheasant.

That the county is being built up rapidly, leaving no place of residence for the pheasant and that the birds are being slaughtered in great numbers are contentions of the society.

To frame laws and present them at a special meeting to be called, the following committee was appointed: H. H. Parker, A. E. Gebhardt and Clarence Gilbert.

Robbers Kill Station Agent.

OGDEN, Utah, Dec. 3.—The Union Pacific station at Devil's Slide, Utah, 32 miles east of here, was the scene of a murder and robbery at an early hour this morning. The dead body of S. E. Turner, the station agent, was found by his wife in the station office at 4 o'clock, there being evidence of a desperate struggle. The agent's head had been battered with a heavy instrument, presumably the butt end of a gun, and the place had been looted. Turner was about 22 years old, and had been married not more than a month.

I Am the Man

that weak, ailing men have got to consult after they have failed to receive a cure elsewhere.

I positively cure Varicose Veins, Rupture, Obstruction, Special Ailments of Men, Kidney, Bladder and Blood Ailments and Nervous Weakness.

If you want a perfect cure, cure to stay cured, treat with the old reliable firm. Don't waste your money with cheap and unskilled specialists. Get the best always. The best is none too good for you and always the cheapest in the end.

Remember, we treat only cases we can cure. Cure or no pay is our motto. What more can you ask?

We will cure you of your trouble never to return if we tell you so. Remember this.

We are specialists in our line, not cure-alls.

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