LIVE BLAZE IN CHINESE LODGINGS

Fire which broke out in a Chinese bunk room over the Chinese saloon of Fook Hang Lung & Co., in the two-story building at the southwest corner of Yamhill and Second streets, at 1 o'clock this afternoon drew a large crowd, excited the yellow inhabitants, it did little damage.

The flames caused much smoke, and for a time it was believed the large two-story building adjoining, at 246 Yamhill street, also occupied by Chinese, or the Baker theatre, was on fire. The fears were quickly allayed, however, and everybody turned out to see the yellow men save their lives and wearing apparel after the flames were under control. Their excitement never abated for a minute—as long as the smoke lasted. Probably 100 celestials were in the building, which form a miniature Chinatown, and every man of them started to move his effects into the street. Next door to the liquor store, on the Second street side, is the cigar store of the Some-Kee company. The entire second story was given over to the lodging house, where the fire started.

When the first long ladder was placed by the firemen against the building a Chinaman appeared at a second-story window beneath it and yelled "Slaved," and scooted down hand-over-hand, beneath the ladder. There was no fire in that part of the building.

Two Chinamen were carrying a trunk on the Yamhill street side of the building when a third Chinaman dropped an old straw mattress from the third floor of the building at 246 Yamhill. One of the trunk carriers went down in a heap, struck by the mattress. Another Chinaman was slightly hurt by excitedly running into a fire wagon, was knocked down by the impact, but jumped up running. Still another celestial fell downstairs in his hurry to get out and was scratched and bruised about the face and hands.

The patrol wagon with three officers aboard was first to arrive at the fire. Aided by a detail of policemen who arrived a few minutes later, the streets were roped off and the crowd of probably 3,000 persons that quickly assembled was kept in restraint.

The damage was estimated at $500.

COURT FIXES THE DATE OF TRIAL

In company with their attorneys, S. A. D. Puter and Horace G. McKinley, under indictment for conspiracy to defraud the government out of public lands, appeared before Judge Bellinger of the federal court this morning and the date of their trials was fixed. May 4 was the day set.

A small army of attorneys has been engaged to look after the interests of the defendants who are accused of big land swindles. Among the lawyers who have been retained up to this time are A. C. Woodcock and Charles A. Hardy of Eugene; Thomas O'Day, F. P. Mays and Martin L. Pipes of Portland and L. F. Puter of Eureka, Cal. Mr. Puter is a brother of the defendant. Other attorneys will likely be retained before the trials begin, according to McKinley's statement this morning.

The district attorney this morning requested the court to designate May 4 as the date for the trials. Objections were raised by the attorneys for the defense, who asked for a week longer before appearing in court. It was explained that many charges were made in the indictments, embracing many legal points and more time would be required in the preparation of the case.

The district attorney, however, wants to go to St. Louis early in June and desires to complete the trials as soon as possible. Accordingly the cases will go to trial May 4. A motion was made that the case against Puter be tried first and was taken under advisement. The charges of conspiracy will be the first to be heard.

REDDING EXPRESS ROBBER MAY BE DEAD

(Journal Special Service.)

Hanford, Cal., April 16.— The man killed in a duel with officers here yesterday and who was at first supposed to be Ray Fahey, one of the escaped Folsom convicts, was today examined by the prison officials and declared by them to be unknown.

It is now believed that he is one of the men who recently held up the Oregon express train at Redding, when Messenger O'Neill was killed. The dead man had a number of newspaper clippings in his pocket giving full accounts of the crime. The authorities at Redding have been notified and an attempt at identification in this direction will be made by the railway detectives.

LEATHERWORKERS' STRIKE.

(Journal Special Service.)

San Francisco, April 16.—The condition of the leatherworkers' strike is the same. As this is the last day for a Sacramento settlement, in all probability the men there will strike tonight.

A HARD STRUGGLE

Many a Portland Citizen Finds the Struggle Hard

With a back constantly aching,
With distressing urinary disorders,
Daily existence is but a struggle.
No need to keep it up.
Doan's Kidney Pills will cure you.
Portland people endorse this claim:

Mrs. Painter, wife of J. W. Painter, expressman, living at 310 East Seventh street, says: "I have had more or less kidney trouble all my life. When quite a young girl I had a severe spell of sickness, and all who knew me thought I was going to die. I finally recovered, but ever after my kidneys bothered me, and I have suffered at times terribly. I could no more lie on my left side than I could fly, and could not stoop to pick anything off the floor without working myself up gradually by placing my hands on my hips. In addition to this, there were headaches, dizziness and trouble with the kidney secretions, for all of which I doctored and used more than one remedy said to be a sure cure for such annoyances. Nothing brought me relief compared with that received from Doan's Kidney Pills, procured at the Laue-Davis Drug Co.'s store, corner of Yamhill and Third streets. The results stamp that remedy as one fully up to representations made for it."

For sale by all dealers. Price 50 cents a box. Foster Milburn Co., Buffalo, N. Y., sole agents for the United States.

Remember the name—DOAN'S—and take no other.

TRAFFIC DIRECTOR STUBBS ARRIVES

Traffic Director Stubbs of the Harriman lines, with other big passenger officials of the San Francisco headquarters of the Southern Pacific, arrived in the city this afternoon at 4 o'clock from the south. W. E. Coman, general passenger and freight agent of the Oregon lines of the Southern Pacific; Richard Koehler, general manager of the Southern Pacific state lines, and other local officials left last evening in a special car for southern Oregon, where today they met the visiting party. Accommodations have been reserved at both the Arlington club and the Portland hotel for the visitors, and their stay will probably continue over the greater part of next week.

Mr. Stubbs, as chief traffic official of the Harriman lines, and as the man next to Mr. Harriman in the conduct of the system's affairs, will have several local problems presented to him for his consideration, and it is probable that Spokane merchants will endeavor to secure a conference with him before his departure for the east. Spokane shippers desire lower rates for through freight from the east.

On two former occasions has Mr. Stubbs left the east with the intention of visiting Portland, and on both of these occasions he has been forced by other and more important events to forego the expected official call. Now that he has been able to make the visit, it is expected that he will not leave until the local field is thoroughly gone over and its needs and requests fully considered.

GRAND LODGE OF THE A. O. U. W.

(Special Dispatch to The Journal.)

Seattle, April 16.—A general sentiment among delegates to the grand lodge, Ancient Order of United Workmen, now in session in Seattle, is that to adopt the proposed change in the plan of insurance would means a disruption of the order in Washington.

Grand Master-elect E. Steinbach continued his arguments in favor of the change yesterday and was followed by Past Supreme Grand Master Talt, who has been sent to the session of the grand lodge of Washington for the purpose of urging the adoption of the new insurance plan.

A resolution was introduced, the import of which is that it is the sense of the grand lodge that the change in the plan of insurance as proposed should be turned down, as it is impossible for the grand lodge to sufficiently comprehend its details to make its working possible.

The new plan has supporters in the lodge room, and they are working hard to get it through. The general feeling among the delegates is that in order to put the plan into execution it would be necessary for the different lodges to engage the services of an expert insurance agent to solicit membership, as no ordinary member would be capable of explaining the intricate details.

The discussion of the plan has already cost the order many members.

WILLIAM KING DIES A SUICIDE

William King, who attempted to commit suicide last Tuesday by cutting his throat with a razor, died at 10 o'clock last night at the North Pacific sanitarium. The immediate cause of Mr. King's death was pneumonia. The loss of blood caused by his wounds so weakened him that he could not withstand the severe cold that settled on his lungs. He was ill before he attempted suicide.

The funeral will be held tomorrow afternoon at the Holman undertaking parlors at 2 o'clock. The pall bearers will be George P. Lent, Frank Schofield, J. C. McGrew, J. H. Munk, William Crear and Mr. Stark, all of them being warm personal friends of the deceased. Mrs. Anna King survives her husband.

STOCKMEN FAIL TO REACH THE CITY

Owing to the unexpected failure of members of the executive committee to arrive, the meeting of the officials of the Oregon Cattle Growers' association, scheduled to take place in the Auditorium on Third Street, between Taylor and Salmon streets, at 10 o'clock today, was indefinitely postponed.

The five present were from southern Oregon. Not a man came from the big eastern Oregon ranges. It is supposed that high waters and delayed trains were the chief cause of the failure of the members to arrive.

If enough members are not present for a quorum this evening, a call will probably be sent out for another meeting.

WEALTHY VIRGINIA MAN MURDERS WIFE

(Journal Special Service.)

Winchester, Va., April 16.—While temporarily insane today Joseph Copenhaver, aged 50, killed his wife at Kinderhook, their beautiful home five miles south of here.

They are members of an old Virginia family. Copenhaven used a shotgun to commit the crime. Officers have gone to the scene. Copenhaven is well armed and may offer battle to the posse.

FAIR ESTATE TO BE DISTRIBUTED

(Special Dispatch to The Journal.)

San Francisco, April 16.—Superior Court Judge Cook this morning made an order for the final distribution of the estate of Charles Fair. He accepted the appraisement made by the appraisers at $3,040,187.75.

The beneficiaries of the estate are Mrs. Herman Oelrichs and Mrs. W. K. Vanderbilt, sisters of Mr. Fair.

PORTLAND MAN GETS CONTRACT.

(Special Dispatch to The Journal.)

Seattle, Wash., April 16.—Frank P. Gibson, manager of the Portland Crematory, was today awarded the contract of $47,500 for the construction of the Seattle crematory and columbarian near Mount Pleasant cemetery, on Queen Anne Hill. A company of Seattle men is building the crematory. Mr. Gibson was formerly connected with the San Francisco crematory.

MAYOR REQUESTS A ONE-CENT FARE

True to his promise, published exclusively in The Journal recently that he would do all in his power to secure for the people a reduced fare across the Morrison-street bridge during the eight months it is to be closed, Mayor George H. Williams today wrote a personal letter to the City & Suburban Railway company, requesting that its officials give the 700 petitioners whose names were attached due consideration, and to grant, if possible, a reduction.

Owing to stubborn opposition by Whitney L. Boise at yesterday's meeting of the executive board, the petition which was presented was officially turned down by the board, but Mayor Williams declared it to be unwise to give it no consideration, and volunteered to himself transmit the petition and make a personal request of the company for a reduction. His letter follows:

"City & Suburban Railway Company, Portland, Or.—Gentlemen: I herewith transmit a petition by citizens of East Portland, asking for some relief while the Morrison-street bridge is closed to foot travel, and suggesting that a fare of 1 cent be charged for passage on the cars across the bridge. I have nothing to do officially with this matter, but the petition has been left with me, and I have promised to submit it to you for such consideration as you may choose to give it. I have no desire to interfere with your business in any way, but I feel desirous that the people on the east side of the river should be accommodated as far as practicable by your company while the present Morrison-street bridge across the river is closed to travel otherwise than by your cars.

"I will take the liberty to suggest—what, of course, you very well understand—that it is desirable that a public utility like yours should have a friendly feeling among those who patronize the utility, and it is my opinion that it will ultimately result to the advantage of your company if you do all you can, consistently with your own interest, to accommodate the people. Railroad companies are to a certain extent public institutions, and the people have a right to expect that their interests will be consulted as far as practicable without serious injury to such companies, and sometimes it is desirable for such companies to make some sacrifice in order to preserve amicable relations between them and the people.

"I beg pardon for these suggestions, but I think they are worth your consideration."

TERRIFIC OIL FIRE IN TEXAS REFINERY

(Journal Special Service.)

Port Arthur, Tex., April 16.—By the explosion of an agitator in the oil refinery of the Gulf Refining company last night the greater portion of the plant was destroyed, entailing a loss of $500,000. The fire was under headway only a short time when three tanks of 37,000 barrels capacity each blew up with a deafening roar and scattered their contents in a flaming flood over the entire lower portion of the plant.

At noon today the fire is still raging and there is danger that other plants may suffer from the lake of burning oil. The heat is so intense that it is almost impossible to in any wise control the flames.

FRENCH CRUISER HAS A BAD EXPLOSION

(Journal Special Service.)

Paris, April 16.—While the French cruiser Forbin was at target practice today a small projectile in the magazine of the forward battery exploded, presumably through a fall, and five men were seriously injured.

Fire followed the explosion, and the men were rescued with difficulty, while only heroic work prevented the ignition of other explosives in the magazine and the probable destruction of the ship. Naval officers point out the similarity of this accident to the one which the American navy suffered on board the Missouri.

BURGLARS VISIT WHITNEY L. BOISE

Whitney L. Boise, the well-known attorney, reported to the police this morning that his house at 528 Belmont street was entered by burglars last night. The robbers secured Mr. Boise's overcoat, hat and umbrella. A purse containing $25 was also taken. The robbers entered the house by prying open a library window. They were frightened away before they had time to make a thorough search of the house. The pocketbook, which had been put in a drawer of the writing-desk, was the only thing reported missing except the garments that were in the hallway.

THE PURPOSE WAS TO KILL LOUBET

(Journal Special Service.)

Marseilles, April 16.—Three Italians have been taken into custody here for connection with a supposed plot to kill President Loubet of France during his coming visit to Italy.

MARINE NOTES.

Astoria, April 16.—Condition of the bar at 8 a. m., moderate; wind southeast, weather rainy.

San Francisco, April 16. — Sailed—German bark Nal, for Portland.

Falmouth, April 16.—Arrived—French bark Charles Gounod, from Portland.

St. Helens, April 16.—Passed at 7:40 a. m.—Schooner W. H. Talbot and bark Hesper.

MORGAN DEFEATED.

(Journal Special Service.)

Washington, April 16.—By a vote of 38 to 17 the senate defeated the resolution presented by Morgan, calling on the attorney-general for a report on the negotiations now in progress between this government and the new Panama Canal company.

POSTOFFICES GO FREE.

(Washington Bureau of The Journal.)

Washington, April 16.—There will be no further congressional investigation of the postoffice department, was the emphatic statement made by Senator Beveridge of Indiana today. He is a member of the committee on postoffices.

Keeley Cure LIQUOR-MORPHINE-TOBACCO HABITS PERMANENTLY CURED — FOR FULL PARTICULARS — ADDRESS THE KEELEY INSTITUTE PORTLAND, ORE.

TWO MEN KILLED BY FEARFUL FALL

(Special Dispatch to The Journal.)

Baker City, Or., April 16.—A. A. Houston, formerly a contractor of this city, and Sam Glasgow, his superintendent, both lie dead at their homes this morning as a result of the fearful accident that befell them yesterday.

Mr. Houston constructed the stone Adler block this winter and was engaged about noon yesterday, with the assistance of Sam Houston, in painting the cornice about the third story windows. The scaffold on which the unfortunate men were working suddenly gave way and both were thrown to the ground. Houston struck on his feet and Glasgow on his side. The injured men lingered until last night, when they died.

ROBERT MORAN IN DECLINING HEALTH

(Special Dispatch to The Journal.)

Seattle, April 16. — Robert Moran, president of the Moran Bros. Shipbuilding company, which is building the battleship Nebraska, is forced to seek health abroad. Unless he banishes from his mind all business cares he cannot hope to live, the physicians tell him. But it is a hard struggle to tear himself away from the business which he has built up until it is one of the finest in the country.

Last November Mr. Moran suffered an attack of dilation of the heart when on a mountain trip, and immediately was forced to take a trip to California. Once stout, he is now thin and his strength has greatly diminished. He will sail for Europe May 1 to remain until his health shows a marked improvement, even if he is not present at the launching of the battleship Nebraska.

WOMAN SENTENCED TO DIE ON GALLOWS

(Journal Special Service.)

Philadelphia, April 16.—Mrs. Catherine Dansie, tried for the murder of her husband, William D. Dansie, by poison, was today found guilty in the first degree and the penalty fixed at death by hanging. The securing of $3,000 life insurance is the alleged motice.

The prosecution charged that the woman secured arsenic in the form of powders from George Hossey, who has been sentenced to death for participation in the death of Dansie.

BOTKIN SENTENCE POSTPONED.

(Journal Special Service.)

San Francisco, April 16.—When Mrs. Botkin was called for sentence for murdering Mrs. Dunning, this morning, the court granted a postponement until April 30, at which time arguments for a new trial will be heard.

HE IS ACCUSED OF EATING THE MONEY

(Special Dispatch to The Journal.)

Seattle, April 16.—James L. Morrison, the well-known sporting man of the northwest, and who conducts one of the best-appointed saloons in this city, is believed to have swallowed three five-dollar gold-pieces and a roll of greenbacks when he was arrested by the humane officer yesterday as a pickpocket.

He, with Frank Schwab, was identified by Charles Cox, who said the pair had stolen $75 from him while he was on the way here from Vancouver, B. C. Morrison was arrested as he left the boat, and when searched was found to have no money, but he was observed munching something that looked like bills, and the police are positive he ate the money.

HEALTHY WOMEN

Praise Pe-ru-na as a Cure for Colds and a Preventive of Catarrh.

FIRST STAGE OF CATARRH.

A Serious Mistake Which Thousands Are Making.

The first stage of catarrh is what is commonly known as "catching cold." It may be in the head, nose, throat or lungs. Its beginning is sometimes so severe as to cause a chill and considerable fever, or it may be so slight as to not hinder a person from his usual business. In perhaps a majority of cases little or no attention is paid to the first stage of catarrh, and hence it is that nearly one-half of the people have chronic catarrh in some form.

To neglect a cold is to invite chronic catarrh. As soon as any one discovers the first symptoms of catching cold he should at once begin the use of Peruna according to directions on the bottle, and the cold is sure to pass away without leaving any bad effects.

Unless this is done the cold is almost sure to end in the second stage of catarrh, which is making so many lives miserable. If Peruna was taken every time one has a cold or cough, chronic catarrh would be practically an unknown disease.

Miss Elizabeth Uber, No. 87 Bassett street, Albany, N. Y., writes:

"I have always dreaded unsettled weather because of my extreme liability to catch cold, when a catarrhal trouble would quickly develop through my entire system, which it would take weeks to drive away. I am thankful to say that since I have taken PERUNA I do not have any reason to dread this anymore. If I have been at all exposed to the damp, wet or cold weather, I take a dose or two of PERUNA, and it throws out any hint of sickness from my system."—Miss Elizabeth Uber.

Mrs. M. J. Brink, No. 820 Michigan avenue, St. Joseph, Mich., writes:

"This past winter during the wet and cold weather I caught a sudden and severe cold, which developed a catarrhal condition through my entire system, and so affected my general health that I was completely broken down, and became nervous and hysterical and unfit to supervise my home. My physician prescribed for me, but somehow his medicine did me no good. Reading of PERUNA I decided to try it. After I had taken but three bottles I found myself in fine health."—Mrs. M. J. Brink.

Sibyl A. Hadley, 26 Main street, Huntington, Ind., writes: "Last winter after getting my feet wet I began to cough, which gradually grew worse until my throat was sore and raw. Ordinary remedies did not help me and cough remedies nauseated me. Reading an advertisement of what PERUNA could do, I decided to try a bottle, and you can imagine how glad I felt when it began to relieve me in a very short time. In less than two weeks I was completely cured."—Sibyl A. Hadley.

Miss Sara McGahan, No. 197 3d street, Albany, N. Y., writes:

"A few months ago I suffered with a severe attack of influenza, which nothing seemed to relieve. My hearing became bad, my eyes became irritated and feverish. Nothing seemed right and nothing I ate tasted good. I took PERUNA and within two weeks I was perfectly well."—Sara McGahan.

If you do not derive prompt and satisfactory results from the use of Peruna write at once to Dr. Hartman, giving a full statement of your case, and he will be glad to give you his valuable advice gratis.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, O.

NEW FREE DELIVERIES.

(Washington Bureau of The Journal.)

Washington, April 16.—Rural free delivery has been ordered established May 16 at Greenville and Hillsboro, Oregon, with one carrier each. Jarvis E. Cutsforth was appointed regular and Irwin E. Cutsforth the substitute carrier.

NEW POSTMASTER AT MABEL.

Washington, April 16.—Grant Hilland was today appointed postmaster at Mabel, Oregon.

TIME TO THINK VEHICLES

and when you think VEHICLES you can't help to

Think Studebaker

The concern that gives you the best VEHICLES and HARNESS for the money in this big round world. Studebaker goods always give satisfaction. The name itself has been a household word since your father was a boy. That means something to you—doesn't it? All styles; all makes; all prices; but one quality—that's the best.

LET US SHOW YOU

The Studebaker Line:

CARRIAGES

Driving Wagon, several styles.
Stick Seat Runabout.
Solid Seat Runabout.
Side Spring Road Wagon, several styles.
Goldman Wagon.
Elliptic Spring Inner Buggy, several styles.
Side Spring Inner Buggy, several styles.
Elliptic Spring Buggy.
South Bend Buggy.
Pacific Buggy.
Stanhope Buggy.
Doctor's Buggy.
Phaetons, several styles.
Single Seat Stanhope.
Two Seat Stanhope
Surreys, several styles.
Light Extension Top Carriage.
Extension Top Carriage
Stick Seat Carriage.
Fine Extension Top Carriage.
Six-Passenger Extension Top Carriage.
Park Phaetons—Several models.
Station Wagon.
Extension Front Station Wagon.
Rockaway.
Extension Front Brougham.
French Landau.
Platform Wagonette.
Platform Glass Side Wagonette.
Road Cart, open and with top.
Utility or Breaking Cart.
One Seat Village Wagon.
Two Seat Village Wagon.
Park Wagon, open and with top.
Slat Bottom Buckboard.
Arizona Buckboard.
Buckboards, three styles.
Two Seat Hunting Wagon.
Four Spring Wagon.
Spring Mountain Wagons.
Excursion Wagon.
Catalogue for the asking.

WAGONS

One Horse Business Wagon.
One Horse Steel Axle Wagon.
One Horse Thimble-Skein Wagon.
One-Horse Heavy Thimble-Skein Wagon.
California Cross Bar Wagon.
Standard Thimble-Skein Farm Wagon.
Cotton Frame and Seed Bed Wagon.
Thimble-Skein Low Wheel Wagon.
Steel Axle Farm Wagon.
Steel Axle Turn Under Wagon.
Thimble-Skein Farm Wagon.
Steel Skein Pipe Line Wagon.
Improved Header Wagon Gear.
Improved Steel-Skein Mountain Wagon.
Improved Steel-Skein Low Wheel Mountain Wagon.
Ore Wagon and Ore Gears.
Steel-Skein Farm Truck and Log Wagon.
Standard Log Wagon.
Studebaker Log Wagon.
Improved Steel-Skein Mountain Log Truck with Oscillating Pipe Reach.
City Lumber Gear.
Farmer's Handy Truck.
Utility Farm Truck.
Contractor's Wagon.
Studebaker "Hoosier" Dump Wagon.
Farm Cart.
Standard Railroad Dump Cart.
Farm and Plantation Cart.
Contractor's Cart.
Hand Cart, with or without Springs and Third Wheel.

The above are equipped with boxes and Brakes for every use to which the various styles are ever put, such as grain boxes, coal boxes, sheepherders' camp beds, etc. Catalogue on request.

The WORLD LINE

Also the famous line of "World" Vehicles, World Driving Wagons, World Concord Wagon, World Buggies, Stanhopes, Surreys, Platform Spring Wagons, all described in our Catalogue 225.

BUSINESS WAGONS

Market Wagons, Delivery Wagons, Express Wagons, Laundry Wagons, Milk Wagons, Ambulance Wagons, Ice Wagons. Send for Catalogue.

FOR STREET WORK

Sprinkling Carts, Dump Wagons for cities, Street Sweepers, Separate Catalogues free. Say what you want and ask for catalogue and it will promptly be sent you.

HARNESS

Our line of harness includes single and double harness in almost every grade and for every purpose. Trimmed in K O plate, nickel, solid brass or rubber. We make and carry harness for light driving, farm work, truckers, carters, light and heavy carriage work, each style in several qualities, as to trimming, weight, etc. Send for our special harness catalogue in which every style we make is illustrated and described.

BRANCH OFFICES—Chicago, Ill.; New York City: San Francisco, Cal.; Kansas City, Mo.; Salt Lake City, Utah; Denver, Col.; Dallas, Texas.

STUDEBAKER BROS. CO. NORTHWEST

330-336 East Morrison Street