

PORTLAND WAS A VILLAGE
E. P. Rogers, Retiring from Active Work, Pleasantly Recalls Days of Old.
FORTY-SEVEN YEARS OF CONTINUOUS SERVICE
Reminiscences of One Who Was Closely Identified with Railroad History of Oregon.



E. P. Rogers.

The retirement of Mr. Rogers is a particularly noteworthy incident in considering the changes that have occurred in Portland during one man's working days. Since he came here Oregon's 30 miles of railroad—from Portland to Oregon City—have grown to about 1,000 miles; the population of Portland has increased from 4,000 to 150,000; the residence district has spread from Third street to its present dimensions; all the present bridges have been built across the Willamette, supplanting a ferry that accommodated all public and railway company business at that time, and the 87 1/2 cars by stage line to San Francisco has dropped to \$20 by rail.

"I am still a young man," he said; "but when I came here Ben Holladay



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An Albina Man Murdered His Boy

A few years ago and buried his body in Sullivan's gulch. The trusting little fellow walked along with his father, prattling in his innocence. Little dreaming that he was being plotted to his death. There are thousands of such innocents in the world. They become sick, apply to a physician, he "diagnoses" their case, writes a prescription in Latin, the druggist receives it, "compounds" the stuff and the sufferer "takes his medicine" with all the confidence that the innocent boy who walked along with his father to his awful doom.

THERE IS NO SECRECY WITH THE DRUGLESS DOCTOR. The patient is not dosed with poisonous poisons. He is not given any medicine at all, neither is he carried away to a hospital to undergo a surgical operation.

LAW OF NATURE GOVERNS HIS TREATMENT. The most modern scientific discoveries are employed. The method is not senseless manipulations nor foolish incantations, but that of NATURE, old as the mountains, but apparently rediscovered and now approved and practiced by the greatest scientific geniuses of the times.

IT IS THE METHOD THAT CURES. And the method that makes the sick one well, with all the confidence that the innocent boy who walked along with his father to his awful doom.

SCORES OF TESTIMONIALS. From men and women who have been cured of all manner of human ailments are on file in my office and may be seen by any interested one. I give no medicine, use no pills, and no incantations, but the law of NATURE, old as the mountains, but apparently rediscovered and now approved and practiced by the greatest scientific geniuses of the times.

Dr. N. J. Fulton
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lived in a nice home at the corner of Third and Stark streets, where the Western Union Telegraph is now. Captain Almsworth and Capt. R. R. Thompson resided where the Chamber of Commerce building now stands. The ground covered now by the Dekum block was an open pasture, and south of it was Carter's addition, full of stumps. The fine residences of the town were north of that corner along Third street. The stores were between that street and the river.

Things Were Different Then. The town had about 6,000 people. The present Portland hotel site was occupied by a schoolhouse. H. C. Greens lived at the corner of Third and Davis streets. I think that Sawyer and Burnside lived where the new Weinhard block has just been built on Fourth street. Occidental Smith had a pretty home where Steinbock's store is, and Nob Hill was a wilderness.

At the age of 23 Mr. Rogers left his New Hampshire home and came west as far as Burlington, Ia., where he joined an engineering party surveying the Burlington & Missouri River road to Ottumwa. Two years afterward he became chief clerk to Leo Carper, general passenger and freight agent of the road, and 10 years later he was general passenger and freight agent of the Burlington, Cedar Rapids & Northern, then built from Burlington to Cedar Rapids. After from Burlington to Cedar Rapids, he was engaged by Hans Hjeltnon to come to Portland to take a similar position on the Oregon & California railway, which had just been completed to Oregon City. In 1876, Mr. Rogers got out the first freight tariffs and issued the first coupon tickets in Oregon. He is thought to be the oldest living passenger agent in the Pacific northwest.

Mr. Rogers' Step Still Springs. The greater part of the time Mr. Rogers has been at the head of the passenger and freight department of the Oregon & California road, through its various changes of management. He retired from official harness about six years ago, but has retained a connection with the general offices of the Southern Pacific company. Although past 70 years of age, his step is still springy and his heart is young. Mr. Rogers comes of a long-lived New England family. His father, John Rogers, lived 93 years, one of his sisters lived to be 84 and another sister reached the age of 94 years.

The Oriflamme, Ben Holladay's "flagship," brought Mr. Rogers from San Francisco to Portland. At that time the route to the Bay City were Portland's only outlet to the eastward. "I never was so glad to set foot on the fishes' most of the time on the voyage," says Mr. Rogers, "for I had 'land.' On the same boat were my wife, United States Senator George H. Williams, General Canby and his staff, and the Count and Countess Kotlitz. The countess was Ben Holladay's daughter. On the arrival of the boat Ben met them with a barouche and four beautiful horses, and the Tenth Infantry band. The countess refused to ride in the carriage. He objected to fuss and feathers, and insisted on walking all the way to the Holladay residence.

Mr. Rogers came in the midst of the formative period of the great projects that gave Oregon her growth. The story of the building of the Oregon & California railroad is part of the history of the state's first real advance. A few of the state's first real advances are still here. The late included George W. Welder, W. L. Halsey, John H. Mitchell, C. H. Lewis, Henry Felling, Jacob Gastin, I. E. Moore, and others. A German syndicate furnished money to build the east side line, completed in 1876, and the British took the bonds that were issued for building the west side road in 1871. "When the first train steamed out of Portland, September 1, 1870, everybody in town turned out to see the sight," says Mr. Rogers. "Ben Holladay was in his politeness, and somewhat erratic in his methods, but all must admit that he did a good deal for Oregon. He was a thoroughly good-hearted man, but bluff and at times outspoken. He thought that George Welder was the only one of the crowd who was not afraid of him. To get along with him a man had only to know how to take him."

A Grand Stage Ride. After the German financiers purchased the interests of the British they also bought Holladay's stock, and in 1876 they dispensed with his services as president and general manager. Richard Koehler had been here for some time looking after the property in the interest of the Germans, and he became vice-president and general manager, with Henry Villard as president. Mr. Koehler, who was an engineer, contacted with the German bondholders by Huntington, in July, 1884, for a term of 40 years. The Harriman people took over, together with the Southern Pacific, two years ago.

That was one of the grandest stage rides in the world," said Mr. Rogers. "The road had but two general managers—Mr. Koehler and Mr. Calvin. Its superintendents have been Ben, Hallett, Hildreth, Brandt, Fields and O'Brien, their terms of office being based in the order named. Its president has been Holladay, Villard, Huntington and Harriman. After the downfall of the Villard dynasty, planned and executed by Billings, New York stockholder, the Oregon & California was leased from the German bondholders by Huntington, in July, 1884, for a term of 40 years. The Harriman people took over, together with the Southern Pacific, two years ago.

GOOD PROGRAM FOR THE SUNDAY CLUB

The program for the Sunday club at the Y. M. C. A. tomorrow afternoon at 3 o'clock will consist of an address to young men, a special musical program, and a discussion of a biblical topic in groups under the leadership of business men. Dr. F. Burgett Short of the Taylor-Street Methodist church will give the address. The program in detail is as follows: 3:00—Half-hour orchestra concert—Overture, "Hyperion"; Cox; song, "Dora"; L. Johnson; "Simple Aven"; F. Thorne; "The Shadow Land"; Rollinson; "One Sweet and Solemn Thought"; R. Ambrose. Musical program by Grace Methodist quartet. Mrs. May Dearborn Schwab, soprano; Miss E. M. Macdonald, alto; Mr. Walter Gill, tenor; Mr. H. E. Bradbury, baritone; Prof. W. M. Wilder, organist and choir-master. Address, "Undying Love," Dr. F. Burgett Short. The program will be held in the parlors of the Y. M. C. A. at 11th and Commercial streets. Admission free. The program is open to all men and is without charge.

JAPAN WANTS RAILS

(Special Dispatch to The Journal.) Tacoma, Wash., Nov. 26.—A. Lewis, of Sale & Co., Yokohama, through which the Japanese government is buying rails of American producers, is in Tacoma, personally hurrying the loading of the steamers Quito and Viking. It is said that both ships are to receive big pay for carrying this freight, and that the personal representative of the Yokohama firm is sent here because of the urgent need for the material.



Mrs. Russell Sage, the Wife of the Noted Banker, Is Ill at Her New Fifth Avenue Mansion. Mrs. Sage's Illness Has Been Felt by Many of the Charities with Which She Is Identified.

BROKEN WATER MAIN CAUSES TROUBLE

Fill Over Thomas Creek Impassable, and Many Citizens Inconvenienced.

Havec was played with the new fill at Corbett and Penney street over Thomas creek last night by the breaking of a 16-inch main of the city water works. The pressure of the water, about 10 o'clock, and before the water was turned off a large amount of damage had been done. "This morning the fill is closed to traffic, and many of the property owners south of the creek are without any water. A large force of workmen is engaged repairing the main, but this is a very difficult job, the earth is very soft, because of the flow of water, and may take all of today and part of tomorrow to get the break in the main repaired and the fill in order for the passage of street cars, where he started at 10 o'clock, and before the water was turned off a large amount of damage had been done.

The break is said to be due to the immense pressure of the fill upon the water pipe and sewer which are laid along Corbett street, several feet below the surface of the old gulch. When the fill was made the earth covered the water main and sewer to a depth of 30 feet. It is thought that the sewer first broke, saturating the fill with water. The pressure of the water soaked earth became so great that the main was parted, and the immense stream poured into the fill.

ROCK ISLAND AGENTS WILL BOOM THE FAIR

Of the eight general agents of the Rock Island railway system in the United States, Portland has one, A. H. McDonald, who has just returned from a trip to Chicago, where he attended an annual conference of 100 passenger and freight agents of the Rock Island. Mr. McDonald has been absent 14 days, five of which he spent in Chicago and St. Louis.

"It is gratifying to be able to state that I found every one of the men who attended our meeting well posted on the Lewis and Clark fair," he said. "The Portland representative brought the subject to the attention of the meeting, and the claims of the fair and of Oregon were urged upon them. We were given two very delightful daylight rides by the company—one over the newly completed double-track line from Chicago to St. Louis, and another over the recently built line from St. Louis to Kansas one road, the last named being the most extensive piece of road in the country. The service on these lines is the finest that money can provide."

Since the Rock Island Portland agency was established at the corner of Third and Stark streets there has been an enormous increase in its local business. The business this year has tripled over each corresponding month of the preceding year.

TWO NEW TOWNS WANT TO USE THE SAME NAME

(Special Dispatch to The Journal.) Pendleton, Or., Nov. 25.—Two new towns have been created in Umatilla county, and both are striving to be known as Hermiston. The first plat was filed yesterday, and the other was recorded this morning. A strong feeling exists between the persons interested in the two towns, and the matter may be taken into the courts to establish the right to the name. They are many Scotch residents, and they are loyal to the name of a village in Scotland. Both towns are on the site of the old O. R. & N. station of Maxwell.

KC Baking Powder
NOT MADE BY A TRUST
The manufacturers are satisfied with a reasonable profit and give you a perfect baking powder for a moderate price.
25 Ounces for 25 Cents

CHINESE SET GOOD EXAMPLE FOR WHITES

The Chinese in Second street are setting the pace for other residents of the city in the way of improving their premises for the Lewis and Clark fair. Nearly every building occupied by them is being painted. Workmen began early in the week to paint the old and new structures. The favorite color is red, though many others are in evidence. Before the opening of the fair it is stated that every Chinese building in the city will have been painted or otherwise improved in appearance. It is likely that no other residents of Portland take as much pride in presenting a good appearance to visitors as do those of Chinatown. They realize that enormous crowds will visit their places during the fair, and it is for the purpose of making as good a showing as possible that they have already begun to paint their buildings.

FRATERNAL BUILDING WILL BE ERECTED

The executive board of the Lewis and Clark Fraternal Building association held a meeting last night in the headquarters of the association, at the corner of Third and Stark streets. A number of committees were appointed and will begin work at once to bring the project to a successful culmination. Enough money has been guaranteed already to assure a splendid building on the exposition grounds.

Julius Adler was authorized to place the bonds of the officers and directors as follows: President, J. L. Mitchell, \$500; secretary, Mrs. Lou Ellen Cornell, \$1,000; treasurer, Mrs. Margaret Lutke, \$500; first vice-president, J. H. Misner, \$500; second vice-president, W. C. Taylor, \$100; third vice-president, Mrs. D. L. Houston, \$500; directors, M. Moorehead, A. M. Dee, W. J. Applegate, C. H. Proemeder and J. W. Sherwood, \$500 each.

A communication from the chamber of commerce of Portland was received, heartily endorsing the objects of the association and the secretary of that institution enclosed a subscription for one share of stock.

STRICKEN RAILROAD MAN REACHES HOME

W. C. McBride, general agent of the Denver & Rio Grande railroad in Portland, returned from a trip to Denver, which was occasioned by the removal of President G. M. D. Grigsby, of the Texas, Sabine Valley & Northwestern railway, from the North Park, Colo., line, to the Longview, Texas, line, and the transporting of the body of Mrs. Grigsby to Longview for burial. Mr. McBride accompanied Mr. Grigsby as far as Denver, and on his return he was met by friends and placed in the drawing-room compartment of a Pullman car, in which he completed his journey without further change of cars.

Mr. Grigsby seemed to improve after we got started," said Mr. McBride, "and on the way from Portland to Denver he bore up exceedingly well. He was unable to walk in making the changes from one road to another, but we had no trouble in handling him on a stretcher. I think he reached Longview in better condition than he was when he started from Portland."

AUTOMOBILISTS TO ASK FOR BETTER LAWS

Automobilists in the state of Oregon are preparing to ask the state legislature to enact laws governing automobiles and motor-cars which will have a counter-effect on the logical legislation of the smaller towns of the state. Drivers of cars who stray from the city into the country villages feel that they will be subjected to unjust treatment at the hands of the town officials. The ruling of speed limits within the town boundaries rests with the town officials.

Efforts will be made to secure the cooperation of all the cities and towns in the state where motor cars are used in obtaining the desired legislation. It is said that the local automobilists will ask suggestions of those who live in other towns in the state. PROMINENT FORESTERS REPORTED. Julius Adler, chief ranger of Portland court, No. 877, A. O. F., has received a communication announcing that the permanent secretary of the national court will visit Portland soon. The local court will make arrangements for his reception in his honor.

MAY BUILD SEWER FOR THEMSELVES

Property Owners Are Thoroughly Dissatisfied with the One the City Constructed.

PLACED ON HILLSIDE, IT HAS PROVED USELESS

Mass Meeting at Hamilton Avenue and Macadam Street Will Discuss the Matter.

Property owners in the vicinity of Hamilton avenue and Macadam street are planning a big mass meeting to devise some method of providing for proper sewer drainage in their district. They will also prepare to resist the assessment of costs of the sewer built last summer on Hamilton avenue and Macadam street, which is useless as nearly three-fourths of the residents of the district.

The sewer runs down Hamilton avenue to Macadam street, where it turns north on Macadam street. It is placed on the hillside above the street and is of no use whatever to the residents on the lower side of the road. Not more than a half dozen houses are said to be connected with a sewer which cost the district nearly \$1,000. The sewer was built in this manner against the wishes of the majority of the property owners. They immediately saw that if built as planned it would be of no use to them. An appeal was made to Councilman Zimmerman, and a protest was sent to the council, but no attention was paid to the wishes of the people.

One property owner has made the statement that Councilman Zimmerman did not care where the sewer was placed as long as it was laid just below his property on Hamilton avenue and Macadam street, where he might receive the greatest benefit.

It is the plan of the property owners to ask the council for permission to construct a sewer down Hamilton avenue to Lowell street, to connect with the other sewers in the district. The change nearly all the property owners in the sewer district will be benefited. Sanitary conditions are said to be very bad in this district. Sinks and cesspools are dug on the hillside and often break through at a lower level. The stench from these cesspools, especially during the summer time, is said to be unbearable.

SALOONMEN VIOLATED DANCING ORDINANCE

For violating the ordinance prohibiting dancing in saloons, R. G. Hibbard and W. Potts, proprietors of the Brunswick saloon, at 25 North Third street, are in trouble. They were arrested this afternoon, the complaint being drawn up by Deputy Attorney Fitzgerald. According to the police the Brunswick is one of the worst dancing saloons in the city. Patrolmen Stacy and Burke, who handed in the report which caused the arrests to be made, say the saloon bears a bad name and that derogatory reports concerning it have been in circulation for some time.

About 11:30 o'clock last night the patrolmen walked into the saloon and discovered a number of women of loose morals dancing with rouders in a rear room, all being in a more or less intoxicated condition. The report was made to Captain Moore and handed to Chief Hunt this morning. As soon as he had read it the chief instructed Warrant Officer Goltz to lay a complaint. Bail was furnished by the accused men, who will appear in the police court before Judge Hogue tomorrow morning.

TWO DOZEN HOBOES ARE MARCHED OUT OF TOWN

Two abreast, 14 hoboes were marched out of the police station and down to the railroad tracks on the east side of the Burnside street bridge this morning and left the city. They formed a cavalcade bringing to mind the children following the pied piper of Hamelin. Before the "vags" were permitted to go they were inspected by Chief Hunt, "I want to make a mental note, so that if I ever see any of you fellows again I will know you," said the head of the department.

Eight morning warrants were sent out and ordered to "head from the city in their march through the state with the great army of tramping Tribbles later on in the day. Detectives Vaughn and Hellyer and Warrant Officer Goltz accompanied as escorts of the cavalcade.

MONEY FOR BOYS
Oregon Journal
MAY CARRY FLOUR TO VLADIVOSTOK
Commission Men Say That is the Destination of Steamship Ellamy.
Flour men in a position to know say that the steamship Ellamy will take a cargo of flour from this city direct to Vladivostok.
About a week ago there were rumors of the chartering of the steamer for the Orient, but they were denied by the men who were mentioned as the charterers.
Now the story is current that for business reasons the destination and the chartering of the Ellamy is being kept secret, as the owners and exporters do not care to take the risk of exposing their ship to a conflict with several first-class battleships.
It has been known for some time in local flour circles that supplies of flour at Vladivostok were very short. Some time ago—just previous to the breaking out of hostilities—a local flouring mill company cancelled a large order which it had with the Russian government because the risk of landing the stock would be too great. Later the order was given to a large eastern concern, but it, too, was compelled to give up the project on account of the active and accurate displays of gunnery by the Japanese fleet.
Now a story is reported that the government of the czar has offered local exporters a high figure if they will guarantee to land flour at Vladivostok, and to reimburse them if the stocks should fall into the hands of the enemy.
It is said the Ellamy will take supplies of flour and feed to the Russian city, as horse feed is scarce there, and the lack of it hinders to a great extent the movement of the troops.
WILL TREAT ORE AT THE LEWIS AND CLARK FAIR
An excellent feature of the Lewis and Clark exposition is promised by the Colorado Fuel & Iron company. A letter from Frank S. Cronk, general advertising manager of the well known concern, states that his company desires

Comfort in shoes

If your shoes are not comfortable you don't want them. But "comfortable" ought to mean more than ease to your feet.

You want the comfort of good looks, of long wear, of price economy. Get it all—ease, looks, service, price—in Seiz Royal Blue \$3.50 shoe.

We sell a lot of these good shoes; the more we sell, the more we sell.



LION CLOTHING CO. Have the SELZ ROYAL BLUE SHOES
Outfitters to Men and Boys
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Patronize HOME Industry SMOKE ONLY

UNION MADE CIGARS
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MANHOOD RESTORED
This wonderful remedy guaranteed to cure all nervous diseases, such as Weak Memory, Loss of Brain Power, Headache, Wakefulness, Lost Manhood, Nightly Emission, Nervousness, and general loss of power in generative organs of either sex, caused by over-exertion, youthful errors, excessive use of tobacco, opium or stimulants, which lead to Infirmary, Consumption or insanity. Can be carried in your pocket, 25¢ a box or 5 for \$2 by mail prepaid. Sold by all druggists. Ask for it; take no other. Manufactured by H. H. Tissot, Paris, France. Lane-Devine Drug Co., distributing agents, Third and Yamhill streets, Portland, Oregon.

MAY CARRY FLOUR TO VLADIVOSTOK
Commission Men Say That is the Destination of Steamship Ellamy.

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