ILLINOIS READY TO FALL INTO LINE

Friends of Fair Will Try to Get Big Appropriation for Building.

EVERYBODY LENDS HAND TO PORTLAND DISPLAY

Railroads Have Entered Into a Campaign to Thoroughly Advertise Exposition.

Illinois is falling into line.

A telegram to exposition headquarters from Special Commissioner C. H. McIsaac this morning announces that the governor and friends in both houses of the state legislature, now in session at Springfield, have agreed to secure the passage of a bill for the appropriation of $35,000, the full amount to be expended in the construction of a state building at the Lewis and Clark fair. Illinois will not exhibit any of its products, but will be represented solely by the state building. The bill referred to in the telegram will be introduced next Tuesday, and Mr. McIsaac will remain in Springfield to meet the committee on that day.

Director John A. Wakefield of the concessions and admissions department received in his mail this morning an offer from A. T. Jergins & Co. of Los Angeles to exhibit on the Trail the head of a mammoth recently found in northwestern Canada, about 25 miles from Dawson City, by John Pearson. From the description the specimen is one of the most curious ever discovered. The tusks are seven feet long and at the point where they enter the sheath measure 18½ inches in diameter.

The Union Pacific system's plans for advertising the fair are probably the most extensive of any yet announced. It will carry advertising in thousands of newspapers and periodicals of all states in the east, middle west and south. The campaign will be conducted on a huge scale. Besides the newspaper advertising, special folders almost without number will be printed and spread broadcast. These will be of such nature that the northwestern country will be splendidly advertised as the place for home-builders, as well as the fair, which is the primary object of the new literature.

A letter from Chicago, Milwaukee & St. Paul headquarters shows that the St. Paul line is doing a large amount of advertising. A proof sheet of a full-page advertisement on the exposition was enclosed. It is to appear in Scribner's, Review of Reviews and the Atlantic Monthly for February.

ELLIOTT AND OTHERS TO HAVE SEPARATE TRIALS

Separate trials will be asked by William C. Elliott, J. M. Caywood, Henry Chandler, R. M. Riner and E. W. Riner, indicted for obtaining money under false pretenses in connection with the Tanner creek sewer scandal. Ed Mendenhall, counsel for the defendant, was before the circuit court today. The motion for a dismissal of the indictments was to have been argued, but all the cases are to be postponed until after the legislature has adjourned, owing to the absence of W. T. Muir, one of the defendant's counsel, who is in Salem.

The contention will be that the indictments charge more than one crime, if any crime at all be charged. Mr. Mendenhall stated that he was disposed to permit the court to arrive at a decision without argument, solely on the allegation and the indictment.

For a Cold on the Lungs, and to prevent Pneumonia, take Piso's Cure. All druggists. 25c.

AMENDS COMPLAINT AGAINST KOSTER

Adolf Schaffer has filed an amended complaint in his case against Carl Koster, captain of the German bark Annie, in which he asks for only $2,000 damages instead of the $5,000 in the original pleadings. This complaint avers that Koster defamed Schaffer by saying that Schaffer was "worse than a sailor boarding-house man; would steal and rob a sailor of his clothes." These words in the amended complaint appear in the German language.

Captain Koster has asked and received permission from the court to make a deposition of testimony, representing as a reason for so doing that it is necessary for his ship Annie to sail on January 27, and offering to give a sufficient bond to pay any judgment found against him. The court has issued orders pursuant with his petition.

Cigarette and Tobacco Habits

CURED FREE IN ONE DAY.

Each of the undersigned, for himself, freely and voluntarily certifies as follows:

I hereby certify that I was completely and permanently cured of the tobacco habit by a free sample package of Tobacco-Specific, more than a year ago. I have positively disliked tobacco ever since I took the sample, have not used any in any form, and my health has been better than it was before. I state these facts freely and voluntarily, hoping other victims of the tobacco habit will profit by my experience.

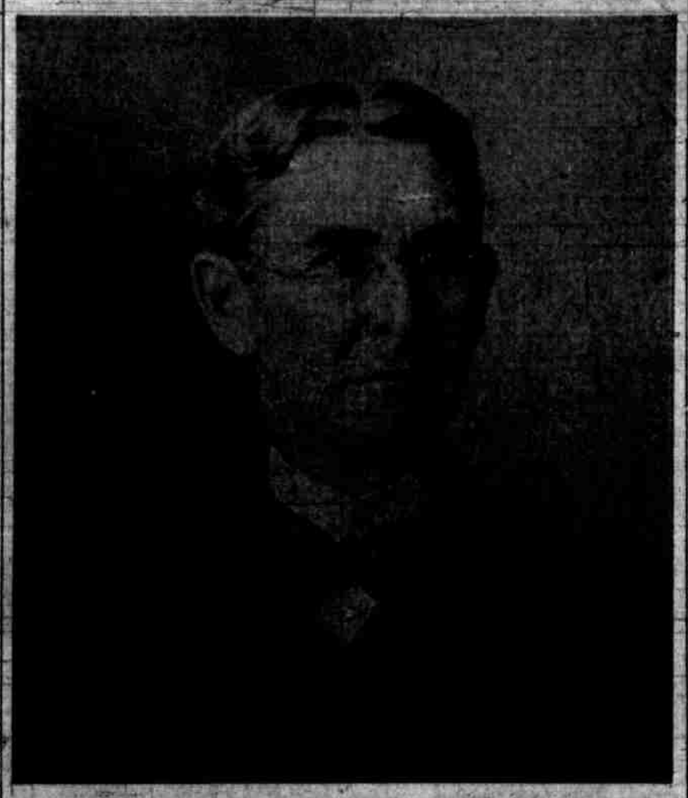
Rev. C. H. Veale, Brandon, Ia.
M. H. Beatten, Pepperwood, Cal.
Richard Stafford, Ripley, Maine.
W. H. Emerson, Belmont, Mo.
C. W. Edam, Box 200, Glenwood, Wis.
G. W. Palmer, Cedar Bluff, Ala.
James M. Ward, Southern Hotel, Chicago, Ill.
Frank Bannan, Glenwood, W. Va.
James Burt Brown, Colorado, Tex.
Susan I. Moore, Santa Rosa, Ala.
R. Coffey, 820 Frank St., Chattanooga, Tenn.
Carrie Tiles, Genoa, Florida.
W. J. Kitchens, Ft. Smith, Ark.
S. C. Duncan, Union Mills, N. C.
W. V. Kohlhepp, Walnut Port, Pa.
Mrs. Allie Fletcher, Brakebill, Tenn.
James Robertson, Berwyn, Ill.
Charles Dacote, Richmond, Mo.
Henry S. Hobson, Greensboro, Ala.
Gilbert Broom, Dallas, N. C.
M. C. DeWitt, Tucker, Ind. Ter.
M. Kujawsky, El Rio, Cal.
John W. Kenady, Mingus, Tex.

These people and hundreds of others in all parts of the country have been cured of the tobacco habit by free sample packages of Tobacco-Specific. It is a harmless, practically tasteless remedy that can be given in food or drink and will cure all forms of tobacco, cigarette or snuff habit without the knowledge of the patient. Taken by the patient himself the remedy is just as certain to cure.

Tobacco-Specific will cure any case of tobacco habit. Even the free sample package may be sufficient to cure you or your friend, no matter how long tobacco has been used. People are being cured by the free sample packages all the time. Try it. It cannot do any harm, but will surely do good, even if not sufficient to make a complete cure, and it will cost you nothing.

The Rogers Drug & Chemical Co., 1,706 Fifth and Race Sts., Cincinnati, Ohio, will send you by mail, prepaid, in plain wrapper, a sample package of Tobacco-Specific exactly like those that cured the people named above, absolutely free. Write for it now. Do not wait.

RAILROAD MEN AND JOBBERS IN SESSION



J. C. Stubbs, Traffic Director of the Harriman Lines.

Preliminary meetings were held separately this forenoon by the representatives of firms in the North Pacific Coast Jobbers' association and representatives of the transcontinental railroad lines who are in Portland for a joint conference for settlement of differences in the matter of distributive rates granted to Portland, sound cities, Spokane, Denver, Salt Lake, Chicago and other points, where wholesalers are competing for the growing trade of the Lewis and Clark territory.

The jobbers' representatives met at the office of the secretary, W. A. Mears, and the railway men went into session in the parlors of the Portland hotel. Both sides reviewed the situation, and considered ground upon which their general positions would be taken in the controversy. The railway men realize that they have a very difficult and delicate situation to handle. "Awkward" is the term one of them expressed, when the conflicting interests in the jobbing field were under discussion.

The difficulty confronting the railroads is twofold—they are expected to maintain their profitable rate schedules, make concessions, and to assign to Portland all of her legitimate territory, and at the same time placate the sound cities, and protect Spokane and Salt Lake, and also throw a sop to Chicago, and perhaps to other cities—although San Francisco does not seem to cut any considerable figure in the question at issue.

Bone of Contention.

The bone of the whole contention is the rapidly increasing trade in the interior of the great Lewis and Clark country. Jobbers at every point are striving to gain an advantage in lower rates or differentials by which they may be enabled to take precedence in the field, and Portland is maintaining that she should be supreme in what is naturally her tributary territory.

"It is certainly fitting that the questions involving this great section should come up in Lewis and Clark fair-year," remarked one railroad official.

The complete list of railroad men present and participating in the conference is as follows:

Harriman lines—J. C. Stubbs, traffic director; P. C. Stohr, assistant traffic director; J. A. Monroe, freight traffic manager of the Union Pacific; T. M. Schumacher, traffic manager of the Short Line; R. B. Miller, general freight agent Oregon Railroad & Navigation company.

Northern Pacific—J. M. Hannaford, second vice-president in charge of traffic; James G. Woodworth, traffic manager; J. B. Baird, general freight agent; C. M. Levey, assistant to the president; S. G. Fulton, assistant general freight agent.

Great Northern—Ben Campbell, fourth vice-president in charge of traffic; J. C. Eden, assistant traffic manager; F. I. Whitney, general freight agent.

Speed Surprised Them.

Mr. Stubbs and his party arrived this morning on the regular train over the O. R. & N. It is said some fast runs were made over sections of the line, the locomotive engineers desiring to show the officials one of the practical results of a first-class roadbed.

"Some of those engineers gave us a touch of 'high life,'" said a member of the party. It is said Mr. Stubbs held a register on the running time a good part of the distance, and that he was surprised at the speed made.

"All of the properties of the Union Pacific line are in fine condition," said Mr. Monroe. "The future of the system looks very promising. The eastern Oregon country is still in the initial period of development, and great changes commercially are bound to come in the next decade."

The first of the joint sessions was called to order this afternoon at the Portland hotel and was secret. Among the visiting jobbers who appeared as spokesmen for their localities were J. S. Goldsmith of the Schwabacher Grocery company, Seattle; W. W. Parker, Pacific Coast Starch company, Tacoma; E. P. Baxter, Pacific Coast Syrup company, Seattle; J. S. Kean of the F. S. Hanson company, furniture, Tacoma. These, with L. A. Lewis of the Allen & Lewis Grocery company; Alfred F. Biles of W. P. Fuller & Co., and William H. Behrrell of the Heywood Bros. company, comprise the executive board of the Jobbers' association, having the hearing in charge. It is expected that the major part of three days will be devoted to the business in hand.

WHEELER COUNTY'S EVIDENCE IS ALL IN

Citizens From That Land-Defrauded District Tell Story to the Grand Jury.

CARL PHELPS APPEARS TO ASK FOR DISCHARGE

Witnesses Tell of Surveys of Meldrum and of Blue Mountain Forest Reserve.

The last of the government witnesses from Wheeler county, who have been in attendance upon the federal grand jury, testified this morning, and it is presumed that the case is closed. E. A. Putman, who was formerly a resident of the district adjacent to the Butte Creek Land, Lumber & Livestock company holdings, but is now living in Jackson county, finished the story. All of the witnesses from that section save Mr. Putnam have departed, and it is supposed the case is practically closed.

Among those who testified this morning and yesterday afternoon are Jack Rall, Clyde Glass, W. G. Shepard, C. T. Scoggin and James Johnson, the latter having been recalled.

When the jury convened this morning Carl Phelps, the secretary, who has been absent two days, entered with the others, but soon retired. It is understood that Phelps asked for his discharge, that he might go home, and the same will in all probability be granted.

The first member of the jury to become indisposed, Mr. Ellern, has been quite ill, and will not be able to attend further hearings. It was feared for a time that he would have to be taken to the hospital, but he has been improving lately.

W. B. Mulkey of Vale, Malheur county, will testify this afternoon, presumably in regard to some of the Meldrum surveys and the Blue mountain forest reserve. O. E. Pollock, also of Vale, testified yesterday.

MRS. HALL'S WILL.

The will of Alebba T. Hall was filed today for probate. She bequeaths to her husband, Hobert R., all her property. The children, Lindsley Foote and Kenneth Stone Hall, are to be provided for in the distribution of her property according to the judgment of her husband.

CONCORDIA CLUB TO ERECT FINE HOME

Has Bought Land on Sixteenth and Morrison Streets and Will Build Soon.

The Concordia club has completed negotiations with David S. Stearns by which it has become owner of the lot, 75 by 100 feet, on Sixteenth and Morrison streets, immediately west of and adjoining the Masonic temple. A clubhouse, which will be one of the finest in the city, will be erected there as soon as arrangements can be completed.

The structure will cost about $40,000 and will consist of three stories and a basement. It will be fully equipped with reception halls, dining rooms and billiard parlors and will be handsomely furnished.

Max Fleischner, as president of the club, completed the negotiations. Their quarters are at present on Sixth and Alder streets.

END OF COAL STRIKE IN GERMANY IS NEAR

(Journal Special Service.)

Essen, Prussia, Jan. 26.—Coal mine owners today notified the government that they would accept the judgment that parliamentary commission will tender after investigating the miners' grievances. This decision indicates that the end of the big strike is near.

BAD BREATH

"For months I had great trouble with my stomach and used all kinds of medicines. My tongue has been actually as green as grass, my breath having a bad odor. Two weeks ago a friend recommended Cascarets and after using them I can willingly and cheerfully say, that they have entirely cured me. Therefore let you know that I shall recommend them to any one suffering from such troubles."
Chas. H. Halpern, 114 E. 11th St., New York, N. Y.

Best For The Bowels
Cascarets
CANDY CATHARTIC
THEY WORK WHILE YOU SLEEP

Pleasant. Palatable. Potent. Taste Good. Do Good Never Sicken, Weaken or Gripe. 10c, 25c, 50c. Never sold in bulk. The genuine tablet stamped CCC. Guaranteed to cure or your money back.

Sterling Remedy Co., Chicago or N.Y. 592

ANNUAL SALE, TEN MILLION BOXES

WORK ON JETTY WILL BE RUSHED

Engineers Regard It as Most Important of All Government's River Projects.

NOT ENOUGH MONEY TO CARRY OUT ALL PLANS

Appropriation of Congress Will Just About Last Through the Next Season.

While the local United States engineers are not satisfied with the amount appropriated by congress for the improvement of the Columbia and Willamette rivers and their tributaries, they take the matter philosophically, and say they hope for better treatment in the future. Nearly $2,000,000 was asked for by Major Langfitt, and less than half of that was granted.

"We will have enough money with which to carry on next season's work," said the major this morning, "and that is about all. Work on the several projects will be started just as soon as the money is available. It will probably be a month yet before congress passes the bill."

The reconstruction of the jetty at the mouth of the river which was washed away by the big windstorm of a month ago has already been started, and will be pushed to completion as quickly as the weather conditions will permit. The engineers regard the jetty as being of greater importance than all the other government projects combined, and they were in hopes that a sufficient appropriation would be made for the completion of the work in one season. As it is, they declare that operations will necessarily have to proceed slowly, just as they have in past years. With the jetty extended they believe the Columbia bar problem will be solved for all time.

The river and harbor bill carries only an appropriation of $100,000 for the improvement of the Columbia river from Portland to the sea. It is explained that this sum will be exhausted before next season's work is half done. In support of this assertion a few items of expenditure are cited: To operate the dredge W. S. Ladd costs $30,000 a year, and until she was laid off a couple of weeks ago she had been in continuous commission for four years. It costs $6,000 a month to run the dredge Columbia, and she has been used the best part of the two previous seasons. Then comes the repairing of the plant, the building of dykes and revetments and many other matters which constantly require a large outlay of money.

Major Langfitt returned this morning from a two weeks' visit to California, where he went for his health.

OWNERSHIP OF ELDER.

Steamship Company and Insurance Underwriters Refuse Possession.

No final decision has been reached as to the ownership of the steamer Elder. Officials of the San Francisco & Portland Steamship company and representatives of the underwriters held a conference and decided the wreck would have to be examined more closely before either side would assume ownership.

Under the direction of the insurance people enough of the cargo will be removed so that her hull can be thoroughly inspected. Some more freight was brought from the wreck this morning by the steamer Sarah Dixon. It consisted mostly of cabin and berth furnishings, and will be sent to San Francisco tonight on the steamer Columbia. The Costa Rica will leave San Francisco tomorrow for Portland to take the place of the Elder. As she is slow, it will take her about three days to make the trip up the coast. She will be succeeded on the run by the Newport.

PRENTISS IN PORT.

Arrival of Steam Schooner That Has Broken the Coast Rate.

After an absence of eight months the steam schooner Prentiss, Captain Ehlstrol, arrived from San Francisco yesterday and proceeded to Vancouver, where she will take lumber. She will then come here to receive any passengers who desire to make the trip to San Francisco. She will carry them at the reduced rate of $12 cabin and $8 steerage. Although the Prentiss has always been used as a freighter, she has space for the accommodation of 30 passengers. During the past few months she has been plying between Eureka and San Francisco and San Pedro in the lumber trade.

SCHOONER'S QUICK TIME.

John A. Campbell Makes Run From San Francisco in Three Days.

Covering a distance of 550 miles in three days is a feat that has just been performed by the American schooner John A. Campbell, which reached Astoria Tuesday afternoon from San Francisco. She left the bay city for the north Saturday evening, and her arrival at the mouth of the Columbia river three days later shows that she is capable of making steamship time. It is believed to be one of the quickest passages that any sailing vesel on this coast has to her credit.

WILL SLASH RATES.

Steamers Engaged in a War That Public Considers a Merry One.

After learning that the California & Oregon Coast Steamship company had reduced passenger rates on the steamer Homer to $5 and $3 from Portland to Coos Bay, and to $7.50 and $5 to Eureka, Agent Steelsmith of the Russell & Rogers line wired to San Francisco for instructions. Up to a late hour he had received no reply. It is believed that tickets will be sold on the F. A. Kilburn at the same figures. If they are, the operators of the Alliance and Homer threaten to slash the rates.

ALONG THE WATERFRONT.

While the steamer Hazen was taking a derrick, scow from the Morrison street bridge yesterday afternoon to the Haseltine dock the tow got away and drifted below the steel bridge. The steamer M. F. Henderson caught the scow and no damage was done.

After having her rudder repaired the steamer America made a trip to Linnton today, and tomorrow will go on her old run between Portland and points on the Willamette slough.

Merrill Bros. have moved their houseboat from Stark to the foot of Morrison street.

The steamer Columbia will sail for San Francisco tonight with a full cargo of flour, potatoes, paper and about 200 tons of freight taken from the Elder. Nearly all of the crew of the latter will take passage on her.

Schooner Mahukona, which had a narrow escape from destruction while crossing the Columbia river bar yesterday afternoon, was towed safely to Astoria this morning.

MARINE NOTES.

Astoria, Jan. 26.—Condition of the bar at 8 a. m., rough; wind, southeast; weather, cloudy.

No shipping moving.

San Francisco, Jan. 26.—Arrived at 9 a. m., steamer F. A. Kilburn, from Portland and coast ports.

Astoria, Jan. 26.—Arrived at 4 p. m., schooner Mahukona, from San Pedro.

Arrived down at 1:15 p. m., Gearman steamer Aragonia.

PORTLAND'S BIG DOCK.

If the figures in the Fireman's Fund Register are correct Portland has the largest floating drydock on the coast. It is 460 feet long and 112 feet wide. The next in size is the Quartermaster drydock at Tacoma, 325 feet long and 100 feet wide. There are only five such docks on the coast; the others are at San Francisco. The bay city has nine drydocks, of which a stone dock, owned by the San Francisco Drydock company, is the largest. It is 730 feet long and 120 feet wide.

BEATTY FOUND IN SALEM.

A. J. Beatty, accused in this city of forging the name of William Bates to a check for $500, and passing it on the proprietor of a furniture store on First street, has been captured in Salem, and will be held until the arrival of an officer from this city. Detective Hartman will leave this afternoon for the capital city to bring Beatty to Portland.

A MEASURE OF MERIT

Portland Citizens Should Weigh Well This Evidence.

Proof of merit lies in the evidence.
Convincing evidence in Portland.
Is not the testimony of strangers.
But the endorsement of Portland people.
That's the kind of proof given here—
The statement of a Portland citizen:

G. H. Springmeyer, expressman, residing at 1016 First street, says: "Exposure to rough weather and the constant jarring of the wagon while I was riding brought on kidney trouble. My back ached almost constantly and the muscles controlling the bladder appeared weak and their action far too frequent. Doan's Kidney Pills came to my notice and I got a box at the Laue-Davis Drug Co.'s store, corner of Yamhill and Third streets. The pain in my back was relieved and the kidney secretions became normal. Two boxes of Doan's Kidney Pills brought about this result, and it is with pleasure that I recommend this effective preparation to others."

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

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

"The Legion of Honor" FOR Charles H. Steinway

The head of the Steinway house, selected by the president of France as a member of this famous order. This award is a great honor for the Steinway house and exhibits the high position which the Steinway has in Europe, as well as in America." — (From "The Music Trades" of January 14, 1905.)

Steinway pianos are sold here only by

Soule Bros. Piano Co.

372 and 374 Morrison St., Cor. W. Park.

Hear MELBA and STEINWAY PIANO Armory, January 30.

EXTRA QUALITY SHIRTS

AT REDUCED PRICES

Until they are sold out you can take your pick of a fine lot of $1.00 and $1.50 Shirts at

75c

ADVANCE SPRING STYLES OF THE

WARBURTON HAT

Are now ready for your inspection. Dont fail to see them.

AMERICA'S BEST CLOTHING UNDERPRICED

$20 SUITS, now	$15.00
$25 SUITS, now	$20.00
$30 SUITS, now	$25.00
$35 SUITS, now	$30.00

Buffum & Pendleton

311 MORRISON STREET
Opp. P. O. Square

GET THE HABIT

GET the habit of using wood for fuel. You save money by doing so. The kind of wood we sell is easily kindled and gives full heat value. Try us with an order.

BANFIELD-VEYSEY FUEL CO.

Phone Main 353 — 80 Third St.

THE INSTITUTE OF OPTICAL SCIENCE

Eyes Tested Free

BROKEN LENSES DUPLICATED WITHOUT EXTRA CHARGE

THOMAS ESTATE PROBATED.

The estate of Alex. Thomas goes to probate today by the filing of papers that show the heirs at law are Mrs. Gust Olson and Mrs. E. Jackson, daughters, and John Thomas, a son.

Extraordinary Saturday Night Special

Odds and Ends of China

In order to close out the entire lot, on Saturday evening, between 7:30 and 8:30 o'clock ONLY, we will offer as a special all odds and ends in our very best La Belle China, fancy gold and blue designs.

Set of Six Dinner Plates, regular $1.00 value	25¢
Set of Sauce Dishes, regular 50c value	10¢
Set of Soup Plates, regular $1.00 value	25¢
Milk Pitcher, regular 35c value	10¢
Fruit Dishes, regular 35c value	15¢
Glass Cake Stands, 35c, 40c and 85c values	15¢
Platters, all sizes, values from 25c to $1.00, each	15¢

These goods are all perfect. They simply represent something we cannot use—you can—so there you are! Come early—the supply is limited.

I. GEVURTZ & SONS

173-175 FIRST STREET — N. W. CORNER YAMHILL