

JACKSON DREAMS OF TROLLEYS

County Expects Soon to Have Electric Road to Connect Valley Towns.

JACKSON COUNTY BANNER PEACH COUNTY OF STATE

Irrigation Project Will Add Thirty Thousand Acres of Tillable Land, Says E. V. Carter of Ashland, and Mines Are Promising.

An electric road, having the dual object of further developing Jackson county and opening Gold Hill, Central Point, Ashland, Jacinto, and other towns in Rogue river valley, is a project which has long since been dreamed of by Dr. Ray of Ashland and is soon to be realized, according to E. V. Carter of Ashland, who is among the guests at the Imperial hotel. Mr. Carter is a candidate for the Republican nomination for state treasurer and is in Portland looking after his political interests. He is a former member of the state legislature.

"For years there has been a growing need for an electric road in the Rogue river valley," said Mr. Carter this morning. "and Dr. Ray has sufficient faith in the section of the state in which he lives to interest outside capital in such a venture. The road will be about 40 miles long, and besides joining the principal towns in the valley will give the farmers transportation facilities. I have no idea what the proposed road will cost, but have been told by those in a position to talk intelligently that it will run up into the hundreds of thousands of dollars. I understand that the project has been sufficiently advanced financially to insure its construction, and that work will be begun upon it early this spring.

"Do you know that Jackson county is the banner peach county of the state? Last year it marketed about 55,000 boxes of peaches. That is equal to about 70 cars, 1,400 boxes to a car. The fruit is improving in quality each year and commanding top-notch market prices.

"J. W. Madford is interested in an irrigation project in our county which promises to add more than 30,000 acres of land to the present tillable acreage. It is to build a ditch on the east side of Beaver creek which will tap Rogue river and bring down its waters into the Beaver creek valley. Sufficient work has been done upon the project to insure its completion. With the ditch I have just spoken of, the proposed electric road and its natural resources, Jackson county will be in a position to compete with the other more thickly settled commonwealths of the state. And, added to its horticultural and agricultural resources, are its mines in the southern section, which are just beginning to be opened up. They give promise of great results. Taken all in all, my county has little to complain of.

THIS IS GRADUATION DAY AT SELLWOOD

Commencement Exercises to Be Held in School Assembly Hall Tonight.

"An investment in knowledge pays the best interest," a saying of Benjamin Franklin, is the motto of the February (1906) class of the Sellwood public school, which will hold its graduating exercises at 8 o'clock this evening in the school assembly hall.

The class had selected purple and white as its colors and the white as its flower. The officers of the class are: Samuel Baker, president; Edward Windeler, vice-president; Mabel Blosser, secretary; Frieda Plass, treasurer; William Baker, president of the exercise association, will preside over the exercises this evening, which will consist of the following program:

Invocation, Rev. D. A. Thompson; piano solo, Miss Charlotte Lucas; introduction, remarks, C. L. Strong, principal; recitation, "At Graduating Time," Ethel Riley; song, Sellwood school boys; essay, "Marconi," Samuel Baker; piano solo, Mabel Blosser; club singing, Chester Stryker, Edward Windeler and Harold Babb; vocal solo, "Cradle Song" (Vannah), Miss Marguerite Rehreit; class history, Frieda Plass; piano solo, Miss Beatrice Whipple; club prophecy, Mabel Blosser; presentation of diplomas, Miss Estella A. Hell; song, "Till We Meet Again," the class.

The members of the class are: Mabel Emily Blosser, Harold Sidney Babb, Hattie May Downing, Carl Frederick Jensen, Annie Petra Larsen, Roxana Irene Osborne, Frieda Alice Plass, Samuel Walker Baker, Ethel Alice Plass, Mabel Blosser, Clara Stryker, Edward William Windeler.

The personnel of the boys' chorus is as follows: Marion Kelley, Edwin Bannister, Harold Baker, Fred Albert, George Carthy, Clarence Luncford, William Cooper, Charles Mau, Robert Gatewood, Edward Adams, Clinton Griffin, Charles Epkestein, Gustafpe Garbarino, Max Sanfremont, William Fred, William Thompson, Ervin Mowrey, Charles Austin, Gordon Stryker, Harry Wahlstrom, Ernest Lyle, Kenneth Irie, John Reinke, Erik Pitman, Peter Harris, Fred Boynton, Thomas Hyskell, James Tobean, Charles English.

In General Demand.

Significant of the consumption of champagne in this country is the quick appreciation of wine perfection which keeps Moët & Chandon champagne at the head of the list of importations into the United States. Last year there were brought into the port of New York 59,287 cases of Moët & Chandon champagne, which amount is over 50 per cent greater than the importations of the brand second on the list, as shown in the Custom house statistics. Moët & Chandon "White Seal" vintage 1905, is selected for service almost exclusively at prominent functions. The large reserves of this grand wine serves to maintain the popular demand for it.

"Missy Lander" No Thema.

A lecture will be given tonight at 8 o'clock in the Fourth Presbyterian church, First street between Gibbs and Whitaker streets, by the Rev. H. H. Pratt on "Missy Lander." A musical program will be provided. This will be the fourth lecture of the course that is given by the South Portland literary association this season. No charge for admission is made and a social invitation is extended to all.

Wanted—Wash Street Goods. Allen & Lewis' Best Brand.

HAS EXPERIENCED OF WRECK

Traveling Man Says Engineer or Fireman Should Have Blown Whistle.

MIGHT HAVE PREVENTED BRIDAL VEIL DISASTER

O. R. & N. Officials Say, However, That If the Men in Engine Could Have Got to Whistle They Could Have Stopped Train Just as Well.

Tacoma, Wash., Feb. 7.—To the Editor of The Journal.—To one who is almost constantly on the road the first thought that occurs after reading of a disaster like that at Bridal Veil is this: Could anything have been done in the short time during which something might have been accomplished to prevent the accident? Or, in this case, under the circumstances, what was the one thing, which done, would have prevented the accident? The one thing wanted was to let the air in the brake cylinders escape when every wheel on the whole train except those on the pilot truck would have been instantly clamped as in a tremendous vise.

When on ordinary occasions an engineer wants to brake down his train he lets up on his air pressure in the cab, and if there is something wrong with his air pump he calls for brakes to the train crew with one blast from the whistle. That is the only thing that saves the shrill, piercing, scarping blast—it does the business, it gets help, and it would have got it in this case. The one thing to have done in this case was to blow the whistle, one blast for brakes, or six for emergency call, and the train would have been stopped in three times its length by those whose ears are never closed to the call of the engineer.

We Need to Cut Off Steam.

There was no need to cut off the steam; the fireman did not need to run any risk of burning himself, and he had no business on the engineer's side of the cab.

The engineer had no self-possession, or, instead of trying to do the almost impossible thing in the condition his hands were in, namely, uncouple the air hose between the tender and the baggage car, he would have whistled for brakes or ordered the fireman to do so; and in case he was so disabled or from other cause prevented from doing this, the fireman should have whistled from inside the cab, if possible, or over the top of or through the window and from the running board have given the signal and then run down onto the pilot, where the two citizens of St. Paul were stationed, and opened the air valve that is usually there, when he could have glued every wheel to the rails so that five engines with full steam on could not have kept the train going a quarter of a mile.

Any old freight brakeman would have gone at once to the quickest and easiest place for an air valve after whistling "down brakes."

Should Have Warned Crew.

There may not have been an air valve on the pilot, but the chances are there was; but if not, what prevented letting the crew of trained men know that something was wrong? Why was it not the natural and logical thing to do to pull open the whistle and get help? Does the engineer or the conductor run the modern train? And is there no rule that when the engineer is in trouble he is to let the conductor and crew know at once? Or must he burn and bludge, crawl around and in his agony seek some dangerous and doubtful expedient to accomplish his end, while his train slides on to sure destruction, and while his brave fireman attempts an equally hazardous plan and equally futile? Why did he not report at once by whistling to his superior officer that he was in danger and give him a chance to come to his relief by bringing the train up standing in less than three lengths?

What a chance for the hero hobos, if there were an air cock on the pilot, for when they saw danger ahead they could have eased the train down to the station and alighted as gentlemen should, in a dignified manner, instead of losing

booths and rolling the length of the platform while their former hiding place drives unchecked into the train in front.

Keep Cool in Wrecks.

Of course we do not know all the facts and therefore can only speak of our view of the matter, yet when one has been through several railroad accidents in his efforts to earn a livelihood for his family, which necessitates traveling, he is very apt to have his mind trained to this; that in case of accident I will seek to maintain complete self-possession until I can form a clear judgment as to what is the right thing to do first. This simple little rule would have absolutely prevented the Bridal Veil wreck if the facts are as reported in The Journal.

It was really an avoidable accident if, when the steam pipe broke, there were three miles between the two trains and if there was nothing to prevent blowing the whistle or getting at the air on the pilot. Very truly yours, A TRAVELING MAN.

Officials of the O. R. & N. express the belief that the above communication was written by a rear brakeman. There is usually a feeling of rivalry or jealousy between rear brakemen and forward brakemen, they say, between the crew that operates an engine and the crew that has charge of the other part of a train.

They further declare that the point raised by the writer of the communication is of no value and will receive no consideration at their hands. The writer insists that if the engineer had sounded a whistle he would instantly have received assistance from the train crew.

Unable to Sound Whistles.

Officials declare that if he had been able to sound the whistle it would not have been necessary for it to be found. The whistle lever he could just as easily have found the controlling lever and have stopped the train himself. But, they assert, he was driven from the cab as soon as the injector pipe broke and was unable, in the blinding, burning clouds of steam, to find either the whistle valve or the controlling lever.

They declare it would have been impossible because of the construction of the locomotive for the fireman to have whistled for assistance while on top of

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SECOND AND OSWEGON.

the engine or while on the running-board. They also declare that the modern types of engine are not provided with air-valves on the pilot. The engine of train No. 5 is of a late type and has no such valve on its pilot. Accordingly, officials declare, it would have been impossible for the fireman to have stopped the train if he had been foolish enough to have attempted to climb around the engine to the pilot.

The engine was going at a fearful rate and was rocking violently. The road is full of curves and brakemen declare that fireman Morgan performed a remarkable feat even in clinging to the outside of the engine as long as he did while it was in such motion.

"Nothing that could be said would cause us to hold the engineer or fireman responsible for the accident," said an official of the O. R. & N., "unless it could be shown that it was due to negligence on their part; that, I believe, is impossible. They did everything that a human being could do to stop the train."

Baldwin's Health Tablets.

Take them tonight—be well tomorrow. Cures constipation. 25c. Drugstore.

MISS FRIEDLICH RESIGNS AFTER TEN YEARS

Four Teachers in Elementary Schools Tender Resignations.

Miss Anne Friedlich, a teacher of English in the Portland High school, tendered her resignation to the board of school directors last night and it was accepted. Miss Friedlich has been teaching at the High school for 10 years and was considered one of the best instructors in the institution. She explained in her letter to the board that she had accepted another position.

Four teachers in the elementary schools also tendered their resignations as follows: Eva Hills of the Thompson school, Beale H. Hazlett of the Terwilliger school, Mary Smith of the Dutch school and Emma Hutchinson of the Highland school. The last two asked only for a leave of absence after the present term, which is equivalent to a resignation. The vacancies will be filled at a special meeting of the board tomorrow morning.

Superintendent Rigler announced that several new rooms would have to be opened to accommodate the increased attendance at the beginning of the spring term. At least one extra room will have to be opened at the Sunnyside school, one at the Clinton Kelly and another at the Portsmouth. There will be at least six rooms opened at the new Irvington school.

Resolutions from the Alumni association of the High school were read in which the school board was asked to install a clock in the tower of the High school building to replace the unsightly dummy. It is said that the majority of the members of the board favor the installation of an electric clock there and also in the new east side High school building.

The board ordered the installation of a fire escape on the Shaver school. The salary of H. B. Allen, the school clerk, was increased from \$1,400 to \$1,600 a year.

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Aseptic Package	\$1.22	\$9.40
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Klondike Package	84¢	\$6.53
Oneida	39¢	\$3.00

Name	Per Dozen	Case of 50
Perfection Roll	\$1.80	\$7.00
Tishu Package	\$2.20	\$8.50

Liquor Specials ALL THIS WEEK

Wilson Whiskey; quart, special	\$1.00
Maryland Club; quart, special	\$1.07
Fisher's Rye; quart, special	98¢
Chicken Cock Rye; quart, special	88¢
Walker's Canadian Club, special	\$1.05
DeWar's Special Scotch, special	\$1.05
Extra Fine Old Scotch, special	\$1.15
Fine Old Bourbon, special	71¢
Fine Old Rye Bourbon; Canadian, special	71¢
White Port, special	73¢
California Port; quart, special	35¢
California Sherry; quart, special	35¢
Cabernet, Sauterne, Burgundy, Reising, Ex. tra Select California; quart, choice	36¢
Our special Port and Sherry for this week gallon	\$1.00

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Fine Linen Papererie worth 35c	19¢
Violet Ammonia, pint, worth 25c	12¢
Dickinson's Witch Hazel, pint, worth 25c	14¢
Guaranteed Rubber Gloves worth 75c	45¢
Wire Photo Racks	15¢
Skins for Burning	65¢, 85¢, 90¢, \$1.25
4-Pound Bar Imposted Castile Soap, worth \$1.00	50¢
Frost King or Queen Chamois Vest	\$3.00
2-Quart Fountain Syringe worth \$1.75	\$1.25
Imported Tooth Brushes worth 25c	12¢
Dairy Maid, per box	12¢
Full Pound White's Tooth Powder, worth 50c	32¢
Regal Oatmeal Soap Box worth 25c	15¢
Ladies' Handbags worth up to \$1.50	35¢
White Rubber Hot Water Bottle, 2-quart, worth 75c	45¢

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