

ANNEXATION OF ST. JOHNS TO PORTLAND THEIR AIM

Strong Movement in City Down the Willamette Begun by Those Who Criticise Administration and Compare the Tax Levy With That of This Municipality.

It has come at last—a movement to annex St. Johns to the city of Portland. A petition is being prepared for that purpose and will be presented to the people of St. Johns early next month. The conservatives, property holders and tax payers in St. Johns, are behind the movement. Authorities there and reasonable persons will direct the sentiment for annexation which has sprung up suddenly through recent events in St. Johns.

There will be bitter opposition to annexation in St. Johns among many people who have always watched with alert attention for any announcement of this kind. However, those who are pushing the annexation scheme are confident that there is a majority of taxpayers in that city who will see the advantages of annexation.

Very strong arguments are advanced in favor of annexation. It is asserted that the only advantage in not being a part of the city of Portland has been in the tax levy, but as it is this year 23 mills, beside Portland's 17 mills, that argument falls flat and is cited as a very strong one in favor of the annexation cause. In fact, this is the direct reason for annexation, colored up with a few of the reasons for this enormously high levy.

Extraneous Expenses. It is argued that the cost of the government in St. Johns is an extravagance, that it only benefits a few who are in office, or those who gain some benefit through the administration, hence the scramble for office. It is argued that immense sums are paid out by the city for printing, street improvements, etc., that are beyond re-

SUCCESSFUL TRIAL OF THE HELENE

Portland Company Got Contract in Competition With All Coast Bidders. STEAM SCHOONER WILL CARRY LUMBER Willamette Iron & Steel Works Holds Trial Trip of Vessel Whose Machinery Installed in Hull Built in Hoquiam. When the new steam schooner Helene's stern and head lines were cast off yesterday afternoon from the dock of the Willamette Iron and Steel Works in North Portland the boat swung out into the channel stern more gracefully than the passenger liners that have plied out of this port for years. Pilot Orang was on the bridge and it was for the first time since he retired from the pilot service to engage in business on ashore.

After backing up stream a few feet the engines were ordered ahead and slowly the new craft gained momentum on her first trip. She steered as well as had her tiller been in commission for many a voyage and there was not a hitch anywhere excepting that a stronger cord was required for the steam whistle which had to keep busy responding to the chorus of salutes from craft along the wharves. Pilot Orang was fearful lest the string would break and so sent one of the sailors aloft to attach one that would surely stand the strain. On the bridge was also Captain O. Anderson, who will be master of the Helene when she is turned over to the owners in a week or so. A Olson will probably go as chief officer. C. H. Norrln had charge of the engine room yesterday and he was more than satisfied with the way the machinery worked for the first time. About 25 guests of the Willamette Iron and Steel Works were on board of the Helene when she pulled out at 2 o'clock and on the way down the river a veritable banquet was on the program. At a point about three miles below the mouth of the Willamette the turn was made and the run back to the iron works wharf made in about an hour and 15 minutes. Several impromptu speeches were delivered. William H. Ledbetter of the hydrographic service carrying off the honors of the occasion.

The Helene is owned by E. T. Kruse of San Francisco. The hull was built by the Mathews Shipbuilding company at Hoquiam, Washington, and it was towed here to have the machinery installed by the Willamette Iron and Steel Works. The dimensions of the boat are: Length 185 feet, beam 23 feet, depth 13 feet. She will have a capacity for 800,000 feet of lumber.

The Willamette Iron and Steel Works secured the contract for the machinery in the open market in competition with San Francisco and other builders and has five more contracts of similar character to fill shortly. The next steam schooner hull to arrive at the iron works will be the Marboffer, which is now being completed at Lindstrom's shipyard at Aberdeen. The steam schooner Jim Butler which is now loading lumber at Linton was equipped with machinery by the Willamette Iron and Steel Works. Captain Olson, master of the Jim Butler, was one of the guests on the Helene yesterday.

Eighteen Thousand for Ranch. (Special Dispatch to The Journal.) Fremont, Or., Feb. 23.—Mr. Lockwood of Walla Walla, formerly of Helix, has purchased from W. A. Ferguson his 240-acre ranch on Muddy Creek for \$18,000. Mr. Lockwood intends to make the one half of the lot of this section. This is one of the biggest land sales consummated here in some time.

ROSENTHAL, THE "DEVIL INCARNATE"

Wizard of the Weber Piano on a Tour of Conquest in America Comes to Portland March Twelfth.

GREATER THAN EVER BEFORE

Prefers Weber Piano Above Any Other and Will Use That Instrument in His Entire Tour—Seats in Demand.

Rosenthal is coming to Portland! The "Wizard of Modern Pianists"; the wizard of the Weber Piano; the "devil incarnate," as Hugo Wolf styles him; the great Rosenthal is coming! No pianist of modern times has so completely electrified Europe as has Moritz Rosenthal, master of tone and harmony; the king of technique; conqueror of the piano, Rosenthal has no equal in these times.

The return of Rosenthal to America, after an absence of eight years, is a musical event of no little importance. This year he comes to Portland greater than ever. He is the greatest artist, almost supernatural technique has commanded boundless comment; his year he astonishes his hearers by his wonderful imaginative power, his poetic temperament and the irresistible charm of his strong personality. Through these additional interpretive powers, Rosenthal has just conquered London. He now comes to conquer America.

His effort toward that end has been phenomenal and every one has been bowing at his feet. New York was taken by storm. A marvelous exhibition of artistic achievement, touching the limits of human possibility, roused an audience of musicians and music-lovers to the most sincere bursts of applause a public performer had ever received in that city.

Liszt's Concerto in E flat major gave him the opportunity to let his art shine in all directions. The chant of the most sincere bursts of applause under the velvet cushions of his fingers, and in the scherzo, he coaxed mysterious, twilight shades out of the keys. Here he showed a remarkable sense for the blending of the solo instrument with the orchestra, weaving them both together into a color harmony, out of which all material sense of the piano tone seemed to have disappeared. He played the finale with overwhelming and unsurpassable refined brilliancy. Thunderous applause followed and, finally, Rosenthal granted an encore, his well-known concert study, "Pavillon." He used two preludes of Chopin for this study and allowed his butterflies—as it is a spirit of momentary improvisation—to dangle about them.

The interest already created by the coming of Rosenthal to Portland makes it very necessary for all who wish to hear him to reserve their seats early. The inquires that have already been made at Ellers Piano-House foretell a greater appreciation for this man than ever before. He will appear at the Heilig theatre, Tuesday, March 12.

Rosenthal has his preference as to pianos, as does every great artist. Nothing but the Weber will satisfy him. Ellers Piano House is the exclusive representative of this magnificent instrument on the Pacific Coast.

the educational committee of the National Society of the Intention was to inform the immigrants coming to the country of the distinctive character of our American institutions. Something has been done to carry out that purpose. But the work naturally devolves on our eastern societies. On the Pacific coast we have a different element to deal with. Here we have a number of native Americans discontented with the existing conditions and with our present form of government. Should we not as a patriotic society consider what we can do to prevent discontent from changing into positive hostility?

"During the year death has called hence our venerable compatriot, Theodore Eckerson, whose military service of over 19 years claims honorable recognition. I recommend that a notice of his life be inserted in the next year book we have occasion to publish."

FASTER TRANSFER OF PASSENGERS

Central Station for All Electric Lines Will Also Keep Streets Clear.

LITTLE SLIPS STILL TO BE USED, HOWEVER

Traveling Public May Go From One Car to Another in Down Town District the Same as at the Present Time.

A union station for the street car lines of Portland will occupy the block bounded by First, Second, Oak and Pine streets, and furnish a place where passengers can wait for cars, and visitors can go and board a car for any part of the city. The company's officials say the new station will not affect the present operation of cars on Morrison, Washington and Third streets, and that it will not be necessary for a passenger to be transferred to go to the union station.

The company's lines now operated on First and Second streets will be the main arteries to and from the new union station. These tracks will be looped through the building, from east to west, and a large area inside the building will be given to standing room for cars. The new station will be principally for the use of the suburban car lines.

No Change in Transfer System. "It will be the street railway headquarters of the city and particularly for the use of the suburban cars," said H. W. Goode, president of the Portland Railway Light & Power company. "The St. Johns, Vancouver, Oregon City, Mount Scott, Astoria, Astoria, Irvington and other suburban cars will loop through the station, and have their waiting tracks in it. There will be no change in the present transfer system so far as routing of the transfer points is concerned. It will not be necessary for passengers on a car to go to the union station to be transferred to another car."

Mr. Goode corrected the rumor that the new union station is being built in order to save for the company an annual expense of \$50,000 to \$60,000 over the present transfer system, by carrying all passengers to the union station and putting them through the gates or turnstiles to reach the car they desired to take. He said the little slips of paper now used as transfers will continue to be used, and that the passenger may leave one line and connect with another at the usual points in the downtown district.

Other Lines May Use It. A car line down Burnside street, where a track has just been completed, will bring the street car traffic of the northwest section of the city to the new union station. Cars that now wait at Yamhill street, and on Second street, also those that stand on First street, considerably to the inconvenience of street traffic, will be taken in at the new station, and kept off of the streets while waiting schedule time of departure.

The suburban lines are already operated on either First or Second streets, with the exception of the Sunnyside and other Morrison street cars. The cars from all the bridges, with the exception of Morrison street bridge, traverse tracks on First or Second streets or loop around the city before starting on the out trip. The location selected for the new union station will therefore be convenient for the cars as they are now operated, and the only change in trackage necessary will be the running of First and Second streets. It will be feasible for the other electric inter-urban railways now under construction to use this station. The Portland-Salem electric and the United Railways, coming in on Front street, could easily reach the station. The Stark

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STRANGE PREDICTIONS

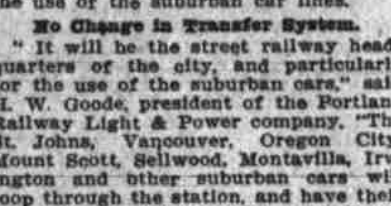
Planetary Professor Foretells Events and Quickly Reads the Lives of People, Though Thousands of Miles Away.

SENDER LETTERS TO THE RICH AND POOR ALIKE

In Which He Advises Them About Business, Marriage, Speculation, Love Affairs, Wealth, Etc.

Offers Free Readings to All Who Write and Send Date of Birth.

In his office in New York city, surrounded by charts and dials of strange design, Prof. H. Postel studies daily over the lives of men and women who have written him for advice on affairs of business, love, speculation, travel, marriage, health and—the important events of life. The following letter gives an idea of Mr. Postel's ability:



MISS EFFA M. TRYON.

Dear Sir—You are certainly the most wonderful astrologer living. Every one of your predictions came true. I consider that you not only saved me from a awful death but prevented the loss of hundreds of dollars. I trust that many people will profit by your advice. Sincerely, MISS EFFA M. TRYON.

The accuracy of recent predictions made by this eminent astrologer has caused many of his friends to believe that he possesses a supernatural power, but he modestly asserts that his predictions are due alone to a scientific understanding of natural laws. The many thankful letters Prof. Postel has received from people who have benefited by his advice furnish ample proof that he is sincere in his work and has a kindly feeling toward humanity.

Readers of this paper can obtain a reading free of charge by addressing a letter to Prof. Postel, Dept. 295, No. 125 West 34th St., New York. Simply say you wish a reading of your life, stating your birth date, sex and whether married or single. If you wish to do so you may inclose 10 cents (silver or stamps) to pay postage and clerical work; however, the reading will be promptly sent, whether you inclose the 10 cents or not.

street and Forest Grove line of the United Railways company would also have convenient connection at Stark and Second streets.

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He will prove these statements with facts and figures.

PORTLAND RAILWAY LIGHT & POWER CO. FIRST AND ALDER STREETS

Just a Word About Quacks

Of all the persons on this earth who practice the tactics of the octopus the quack doctor is the worst. His tentacles are always outstretched for prey, and you unto the man who falls into his clutches. The quack is found almost everywhere, but his favorite rendezvous is in the large cities. It is easy to distinguish him by his face, a likeness of which is printed in his advertisements and literature. It is not usually an intellectual face by any means, but one bearing all the marks of a degenerate. He catches his victims on the Pacific coast by offering a cure for a small sum, but when once he has them in his power he squeezes out their last dollar.

Worst of all, the quack never cures. He couldn't if he wanted to. His graft is to make you take his dope as long as electricity so that his income will be greater. The dope that he gives you is poison. It wrecks the nerves, weakens the stomach and vitals and often causes men to become addicted to the drug habit. Drugs don't restore strength, they don't feed nerves, which are weak; they excite them, but that does not help them, as the excitement must pass off, and often they are weaker than ever. They don't cure disease.

If you are weak you want strength. You want a new life. New life is electricity. That is why Electro-Vigor, my dry cell body battery, has done so much good. It fills the nerves and organs with electric life while you sleep.



stream of that strength-building, nerve-feeding force which is the basis of all health. Electro-Vigor is not an electric belt—there is no charging to do—no vinegar or acid solutions to bother with.

After three months' use of Electro-Vigor the losses are completely stopped and my power has returned. I will endorse your treatment at any time. EDWIN LE ROSE, Skamokawa, Wash.

When I came to you my whole system was on the verge of a breakdown. Now I am strong and hearty as I was at 20. I am 55 years old and have no pains or aches of any kind. J. J. MILLER, Goldfield, Nev.

Electro-Vigor has cured hundreds of men who had wasted their earnings for years on drugs and quacks without getting any benefit.

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