

ROOSEVELT VIOLATES AGREEMENT WITH ROOT

It Was Understood President Was to Take No Hand in Coming Campaign.

SECRETARY TAFT DOES NOT LIKE TAFT BOOM

Roosevelt Preaches Against Political Bosses, Yet Attempts to Displace Presidential Nominee to Republican Party.

(Washington Bureau of The Journal.)

Washington, April 3.—An interesting story is in circulation to the effect that there is a coolness between President Roosevelt and Secretary of State Root, caused by the president's espousal of the candidacy of Secretary of War Taft.

Other Candidates Favored. In fact, as might be expected, the general belief that the president has become sponsor for the Taft campaign has operated already to coalesce those elements which are not naturally for Taft—Cannon, Shaw, Foraker, Fairbanks and all active aspirants, together with their friends.

History is being drawn on to furnish illustrations of the fate of presidential campaigns boosted by occupants of the White House.

Further study of history shows that, during the first 48 years of the republic, it was common to elect secretaries of state to the presidency.

BOOZE AND BOSSY STILL CORNELIUS INSTITUTIONS

Town Goes Dry as to Mayor but Wet as to Council—Cows Unlidded.

(Special Dispatch to The Journal.)

Forest Grove, Or., April 3.—In an exciting contest the citizens of Cornelius have elected a dry mayor, J. W. Henderson, by two majorities.

The result of the election means that the weary wayfarer may still quench his thirst at the same old familiar quoneries and not be compelled to take his liquid refreshments from the town pump.

The Cornelius cow was also in the limelight and the citizens decided that she should be permitted to crop the way-side herbage and break down yard fences for another 12 months.

Enterprising Markets

Boston Packing Co. and Boston Market Not Affected by Competition.

Among the most enterprising markets of Portland—and it is no new impulse, either, with them—are the Boston Market at First and Burnside and the Boston Packing Co. at Ankeny and Third streets.

Stops scurvy in two minutes; toothache or pain of burn or scald in five minutes; hoarseness, one hour; muscle-ache, two hours; sore throat, twelve hours.—Dr. Thomas' Electric Oil, monarch over pain.

Salem Moves Toward Owning Waterworks

(Special Dispatch to The Journal.)

Salem, April 3.—A most important measure has been introduced by Alderman F. G. Haas in the city council in the form of a resolution.

This ordinance making it an offense to let dogs run at large was read first and second times and referred to the committee.

The ordinance regulating the business of real estate agents makes it unlawful to solicit the buying or selling of realty and provides for the fixing of the annual license of \$10.

Mrs. Chaddock's Death Caused by Trichinosis

(Special Dispatch to The Journal.)

Roseburg, Or., April 3.—The coroner's inquest upon the body of Mrs. W. D. Chaddock, who died on March 24, held before a jury composed of Al Creason, B. W. Strong, Roy McCallen, F. W. Dillard, S. C. Barrum and Dr. A. C. Sealey, resulted in a verdict of death from trichinosis.

Fighting Blood of Old Soldiers Stirs Again

(Special Dispatch to The Journal.)

Roseburg, Or., April 3.—Two Spanish-American war veterans, inmates of the Oregon Soldiers' home, had a cutting affray in a local saloon while under the influence of liquor.

Fish Laws Never So Well Observed

(Special Dispatch to The Journal.)

Astoria, Or., April 3.—Deputy Fish Commissioner Burton of Washington and Water Bailiff Sattum of Oregon report the closed fishing season is being observed better this year than ever before.

One Spinal Meningitis Death at Minnville

(Special Dispatch to The Journal.)

McMinnville, Or., April 3.—Miss Morris Fletcher, aged 18 years, is dead at the home of D. V. Olds as the result of spinal meningitis.

200 Miles an Hour With Absolute Safety and Comfort Act Now--Before the Next Advance

As a practical mechanic and electrical engineer I have for fourteen years studied how to make cars run faster, cheaper, safer than ever before. I am done experimenting.

I Have at Last the Greatest Invention of This Century. I Can Double the Earning Capacity of Any Steam or Electric Railway in Existence

It will remodel the whole railroad business. There is not a railroad in this country but that will sooner or later be compelled to adopt my system, because it is faster, safer and more economical in operation than any other system.

I absolutely control the next great step forward in the railroad world in my patents. Why? Because steam has run its limit! Steam cannot run a train 100 miles an hour and keep it up. The trolley and the present third-rail systems cannot be depended upon for long distances.

I know this whole system to be a success, because I have tried it for two years. During that time millions have tried to get control of my system, but I would not let them, because I preferred to protect my own and the other stockholders' investments.

Wall-street capitalists have made five different attempts to gain control over the Leffler Electric System, and Wall Street generally knows a good thing when they see it. I could not afford to let these big moneyed interests get control. I preferred to go to the smaller investors, to the people who want to make good, safe and sure investments.

Not a Lurking Scheme in This. We have no stockholders or branch organizations for the purpose of fooling people, and will have none. All business is to be done on contracts to be performed by, with and for the Leffler Electric System.

Every Share on the Square. Not a dollar's worth of stock will be sold which does not represent exactly the same footing or standing that every other share or dollar represents.

My Automatic Signal Service. I absolutely prevent collisions. Everywhere a car moves it sends signals ahead and behind. It is not affected by storms or any weather condition.

This Contract Means. All of my shares of the capital stock of the Leffler Electric System will be redeemed by its by-laws and adopted by the stockholders at its executive office in Chicago, Illinois, in a manner and form as provided by its by-laws.

Cars Under Absolute Control. It is all controlled by one lever. The lever starts, stops and reverses with the same lever. Snow, ice, sleet, rain, grease, dirt and such substances do not affect the power or control of the car or train.

Investigate Us Carefully. I cannot describe the system fully here. I have done this in a booklet which I will send you free for the asking.

Secure Yourself a Life Income Now. For every 10 shares, \$40 cash. For every 100 shares, \$400 cash.

Our Easy Monthly Payment Plan. For every 10 shares, \$5 cash and 8 monthly payments, 7¢ each. Total, \$90.

Points to Remember About the Leffler System Taking the Place of Present Steam Railways. It does away entirely with locomotives, heavy machinery, electric equipment and all other similar heavy and expensive machines.

Points to Remember About This System for Street Railways. There are no overhead wires, no third rail, no shot in the street, no underground trolley, no obstructions in the street.

READ THIS LETTER. We find it came from a thoroughly reliable concern. It was unsolicited. In fact, they are entire strangers to us.

LEWIS & COMPANY, SOLICITORS OF PATENTS. Electrical Work a Specialty. WASHINGTON, D. C., January 21, 1907.

(PERSONAL) PAUL W. LEFFLER, Esq., Chicago, Ill. Dear Sir: As a patent and mechanical expert I have been greatly interested in your claims for the Leffler Electric System, and realizing its enormous value, if properly protected by Letters Patent, I made an exhaustive investigation of your patents in the U. S. Patent Office.

The result has convinced me that you have an absolute monopoly in what is destined to revolutionize the railways of this and other countries. The dividend possibilities of your company are almost incomprehensible, controlling as you do, practically BASIC patents. It is my opinion that you have a public necessity, and as a patent man I know that you have a monopoly in its exploitation.

Altogether, from my knowledge of patents and mechanical matters, and what I know of the possibilities of your system, I would say that not only is your company rather under capitalized, but at the present price per share will prove indeed a shrewd investment.

Therefore, kindly send me subscription blanks. Very truly yours, JOHN AMBLER SMITH, Secretary and Treasurer.

Twelve Days Later Mr. Smith Was a Stockholder.

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COLONIST RATES TO OREGON. And the Pacific Northwest over the Union Pacific, Oregon Short Line, Oregon Railroad & Navigation Co., and Southern Pacific, from all parts of the East, DAILY during March and April. YOU CAN PREPAY. For tickets, if you desire to bring friends, relatives, employees or others from the East, by depositing the cost with any agent of the O. R. & N. or S. P. Co., with name and address, and ticket will be promptly furnished in the East.

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