OLD AGE PENSION SCHEME CUTS OUT CHARITY FEATURE

New Zealand Legislature Considers Plan Under Which Small Weekly Contribution Entitles to Age Benefit.

(United Press Leased Wire.)

Wellington, N. Z., Jan. 13.—A national provident fund bill, designed to take the place of the old age pension bill, will become a law at this session of the legislature, it is believed. The bill has already passed its third reading before the lower house, and a poll of the upper body indicates that it will have a majority there.

The proposed law is a combination of the pension bill and the life insurance system. It entirely eliminates the charity feature of the pension bill.

The plan is to have every worker whose salary is under $960 annually pay a certain amount weekly. After he is 65 years old he is paid back so much weekly according to his original payments. Men who start with the system at 20 years of age, paying 18 cents a week, will be given $2.40 weekly when they have reached the old age limit. Other payments are calculated at the same ratio. If a contributor dies his heirs receive his benefits. If at any time he wants to withdraw, his money is refunded.

DAIRYMAN PAYS $50 FOR "DOCTORING" MILK

A fine of $50 was imposed by Judge Taswell this morning on A. Brugger, a dairyman at Hillsdale, who was found guilty of putting annatto in his milk to give it the appearance of having more butterfat than it really contained.

City Chemist Smith filed the charges and appeared in court against Brugger, who recently sold his dairy. The alleged offense was committed about January 3.

A complaint has also been lodged against John S. McKay who is accused of not maintaining a clean place. Photographs will be presented as evidence in this case when it comes up for trial next week.

ESPERANTO BECOMES FASHIONABLE IN CITY

Esperanto, the proposed universal world language, is becoming fashionable in Portland. New classes are springing up like mushrooms it is said and students are giving every spare moment to perfect themselves in the usage of its manufactured words, the component parts of which have been chosen from various living languages and from Latin. This unusual activity is due to the fact that next summer the International Esperanto association or league will hold its convention in the Rose City. At that time addresses will be delivered and papers will be read all in the new language. Only those on speaking acquaintance with it will therefore be able to enjoy to the fullest extent the doings of the convention. Several very prominent persons from far off parts of the world are expected to attend the convention and they will come with the impression that Esperanto will carry them through about as readily as if they had perfect command of English.

This evening a new class in Esperanto will be organized in the rooms of the inquiry bureau of the Portland Commercial club on the second floor of the Commercial club building, by Mr. Denlinger, an Esperanto teacher and enthusiast. William L. Crissey, chief of the inquiry department, and one of the expert Esperantists of Portland, says that Esperanto is being used very extensively in the European countries, judging from the number of letters received in that language by his department.

Strength Comes

Not From What You Eat, but From What You Digest.

A Tablet Digests a Meal. Trial Package Free.

Most people eat most foods without discrimination—it matters little what. Few stop to think what that food does for them. This is the first turn on the road to dyspepsia. Reckless disregard of the proper choice of foods, rapid eating and improper mastication, are the unquestioned causes of all stomach disorders from the slight ache to the malignant cancer.

There is nothing more revolting than a dyspeptic stomach—a very vat for putrefaction, sending forth its poison throughout the entire system, depressing the brain, befouling the breath, souring the taste, deadening the muscles, incapacitating the liver and kidneys for their work, debilitating the heart, choking the lungs and clogging the bowels.

All of these disagreeable and dangerous conditions are due to the improper digestion of food and the consequent assimilation of poison. What else can be expected? If the food lies in the stomach, if the system is constipated, fermentation is the natural outcome. It shows itself in sour, water risings, belchings, heartburn and painful breathing.

There is only one way to relieve this condition. If the stomach refuses to digest your food, put something into it that will. Stuart's Dyspepsia Tablets are nothing but digestives. They are not a medicine. They work when the stomach will not.

Each tablet contains enough pepsin, diastase, golden seal and other digestive elements to reduce 3000 grains of ordinary food to the proper consistency for assimilation into the blood.

Stuart's Dyspepsia Tablets are absolutely pure. There is nothing harmful in them as shown in their endorsement by 40,000 physicians in the United States and Canada.

Ask your family physician his opinion of Stuart's Dyspepsia Tablets and if he is honest toward you he will state positively that they will cure your stomach trouble whatever it may be, unless you have waited too long and have allowed your disorder to develop into cancer.

Act today and begin to end your suffering. A free trial package will be sent to your address upon request. The 50 cent size packages are for sale at your druggist's. F. A. Stuart Co., 150 Stuart Bldg., Marshall, Mich.

$4,091,261 SPENT FOR GOOD STREETS

Improvements Include Sixty-three Miles Pavement and 115 Miles Sidewalk.

During last year 63.43 miles of hard surface pavements were laid in Portland, an increase of 43.28 miles over the record made in 1909, or 215 per cent. The hard surface improvements made include pavements of asphalt, bitulithic, hassam, stone block and wood block. Not included in the figures mentioned, which are given in the annual report made up by Deputy City Engineer J. R. Hansen, are .63 of a mile of vitrified brick. This was used mostly as header material along car tracks.

The actual cost of all street improvements made during 1910 was $4,091,261.76. In the year previous the total cost of such improvements was only $2,001,413.25. The increase shown is practically 100 per cent. Included in these cost figures, besides pavements, are macadam, gravel, bituminous macadam, elevated roadway, plank roadway, grading, vitrified brick and concrete improvements to the thoroughfares.

Much Hard Surface.

Engineer Hansen's figures show that there were January 1, 1911, 438 miles of such improvements in Portland. Of these 122.7 miles are hard surface pavements.

The east side leads the west side more than 3 to 1 in the number of miles of improved streets. During 1910, 72.777 miles of such improvements were made on the east side and 32.98 on the west side. Out of a total of 438.59 miles of street improvements in place January 1, 1911, the east side leads the west side by 337.08 to 101.50 miles.

Bitulithic Leads.

Property owners of the city have shown a decided partiality for bitulithic pavements. The class of hard surface improvement leads all other pavements with a total mileage of 54.03 to its credit. Asphalt is next with 46.12 miles. Hassam is third with 14.37 miles. There have been 6.6 miles of stone blocks put down and 1.6 miles of wood blocks. All of these figures are shown in Engineer Hansen's report and were the totals of each kind of pavement up to January 1, 1911.

During the year, in addition to the hard surface pavements that were laid and accepted there were 12.5 miles completed, which have not yet been accepted, but will be very shortly.

The report shows that 115.7 miles of cement sidewalk were laid in 1910 and only 6.7 miles of wood sidewalk.

SCHENK DEFENSE PUTS DENTIST ON STAND AS EXPERT

(Continued From Page One.)

testified, which was slightly over a pint, he found one and one tenth grains of the poison.

A sensation was created in the court room when Dal Philip, a prominent Wheeling society man, whose name has been connected with that of Mrs. Schenk since her arrest, was called to the stand.

Relations in Question.

Philips said that Mrs. Schenk often called at his place of business. For about a year, he said, she had asked him practically every two weeks to go automobiling with her. They merely took social rides, he said.

He said Mrs. Schenk called him by telephone or sent her chauffeur to fix a rendezvous. They frequently met at the bridge between Wheeling and Wheeling island, he said.

"We nearly always had beer and sandwiches," he testified. "Mrs. Schenk provided them. They were always in the car."

The prosecutor asked Philips about his relations with the defendant. Attorneys for the defense objected.

Answer Might Incriminate.

The jury retired while the admissibility of the question was argued. Attorney Boyce contended that the testimony would only tend to degrade the prisoner. The court permitted the question.

When the jury had returned Prosecutor Handlan repeated the question.

"I refuse to answer on the ground that it might tend to incriminate me," Philips answered.

The prosecutor then put the question in such form that it covered a period prior to 1910. The witness answered that the relations between himself and Mrs. Schenk had been merely friendly. He said that Mrs. Schenk's visits were so frequent that they became embarrassing, and that they had largely ceased.

Again Refuses to Answer.

"She frequently telephoned me," Philips said. "I told her not to do that. Then Lundy would telephone me and she would get on the line."

The schoolhouse at Martins Ferry was frequently the meeting place, Philips continued. They would ride from there toward the country, he said, eat the sandwiches, drink the beer, and then the chauffeur would leave, Philips said.

"Mrs Schenk often gave me presents," Philips said. "One was a pin and another a fine smoking jacket. We frequently discussed her husband's probable death during his recent illness."

Referring to the friendliness between Mrs. Schenk and Philips, the prosecutor asked:

"Do I understand that you stand on your legal rights in refusing to answer?"

"Yes," the witness replied faintly.

"Didn't you answer the same question to me personally?"

"I refuse to answer."

"Mrs. Schenk referred repeatedly to her husband's probable death," Philips testified. "I didn't notice any sorrow, either."

The defense waived cross examination.

Mrs. Schenk Not Affected.

During the examination Mrs. Schenk maintained her gay demeanor. She laughed and chatted with the spectators in the courtroom.

District Attorney Handlan said that Mrs. Klein, the "detective nurse," would not testify this week.

Edward McAlister, a druggist, testified that there was no arsenic in Schenk's drinking water when it left his store. Dr. Hupp's prescription, he said, did not call for arsenic.

HAWTHORNE BRIDGE NEEDS ACCOMMODATIONS

A joint meeting of the city and county officials will be held Saturday morning in the county court to arrange for the installation of accommodations on the Hawthorne avenue bridge. Mayor Simon, County Judge Cleeton, County Commissioners Lightner and Hart, and a representative of the builders will be present. The county operates the bridge, and has made a request for heating facilities for the tenders, comfort stations, and an angle iron to protect the side of the structure.

JOHNSON OPENS UP ON ESPEE IN A RATE MESSAGE

Comparison of Rates Presented to Legislature to Show No Regard Paid to Distance or to Cost of Service.

(United Press Leased Wire.)

Sacramento, Cal., Jan. 13.—Urging the most radical legislation ever presented to a California legislature, Governor Johnson, in a special message today demanded the immediate consideration and early passage of the Stetson railroad regulation bill. The measure was introduced five minutes before the governor's message was presented in the house.

The message deals with specific rates between stations in California, showing their inequality, alleging that they are fixed to get all the traffic will bear. It quotes William R. Wheeler of San Francisco, head of the Merchants' Traffic association, for comparison of rates in the east, and asserts that the operation of railways in the two great valleys of the state is as cheap as anywhere else in the world.

In part the message is as follows:

"There has been presented to you today a bill the design of which is to accord the railroad commission of the state of California the amplest power to act intelligently and justly and with firmness and precision in matters arising between the people on the one hand and the railroads of the state upon the other. The bill has been prepared after great deliberation and study, and comes to you with the sanction of those who are most familiar with the subject embraced within it. It is presented now in pursuance of the policy that has been announced by the various parties within the state and in pursuance of the policy that was outlined at the commencement of this administration.

How Los Angeles Is Robbed.

"That the necessity for action exists in the matter of fixing railroad rates within the state of California is demonstrated by the rates themselves. The distance from River station, in the city of Los Angeles, to San Pedro station, in San Pedro, is 23 miles. The freight rates average on the San Pedro road for this distance about $2 a ton. Merchandise in carload lots ranges in rates from 8½ cents to 15 cents a hundred pounds, or from $17 to $30 a ton. These rates are identical with rates charged between San Diego and Los Angeles, a distance of 120 miles.

"The rates charged from Los Angeles to San Pedro are practically eight or nine times higher than the average rates of all railroads throughout the United States. The effect of this is to put Los Angeles, instead of 23 miles from deep water, commercially, more than 120 miles from deep water, and this in the case of Los Angeles from its own harbor within its own city limits. The rate, I am informed, on sugar from San Pedro to Los Angeles, is $2 a ton; from Honolulu to San Pedro, $1.75 per ton.

To Fresno and to New York.

"From San Francisco to Fresno is approximately 200 miles, over pretty level country. The first class rate, which covers less than carload movements of high class goods, like groceries, is 55 cents per hundred; the fourth class rate, applying on canned goods, sugar and other staples, is 44 cents for less than a carload and 42 cents per hundred pounds in carload lots.

"The rate to Bakersfield, first class, is 83 cents per hundred, and in the fourth class, including sugar, canned goods and other similar staples, shipped in car load lots, the rate is 55 cents per hundred.

"Rail tariff from San Francisco to Boston or New York is only 85 cents per hundred pounds for car load shipments in fourth class; as compared with the charge of 42 cents for car loads, fourth class for a haul of 200 miles from San Francisco to Fresno. Goods of the same class can be shipped to New York via steamship, including two transfers at the Isthmus of Panama, for 40 cents per hundred pounds, and this is two cents per hundred pounds less than the present car load rate on similar types of goods for a haul of 200 miles from San Francisco to Fresno, and in the shipment to New York via steamer there are not only two transfers at the isthmus but a haul over the Panama railroad of approximately 50 miles.

"I quote to you now some of the rates in this state as compared with like distances in other parts of the United States where the conditions are similar. From Stockton to Fresno the rail distance is 122 miles, and the average rate per ton per mile is 5.11 cents. The rate of the Union Pacific railroad from Omaha to Havens, Neb., 115 miles, averages 3.92 cents.

Other Short Haul Comparisons.

"The distance from Stockton to Bakersfield is 229 miles, the rates averaging 4.24 cents per ton per mile. From Omaha to Lexington, Neb., via the Union Pacific, 231 miles, the rates average 3.38 cents.

"The distance from Sacramento to Red Bluff is 135 miles, and the rates average 5.20 cents per ton per mile. The rates, Kansas City to Junction City, Kan., via the Union Pacific railroad, 139 miles, average 3.72 cents.

"Instances of the character herein set forth could be multiplied indefinitely. A few only are given, as illustrating the necessity for action and in the hope that the data may be of some aid to you in your labors.

"The figures and comparisons that I give you furnish the argument in favor of legislation which, while enabling a fair income to be received by the railroads, will require of them just treatment of the shippers and producers of the state of California."

CALUMET HOTEL REPORTED SOLD

It is reported that the Calumet hotel property, 50 by 100 feet, facing Seventh street, between Morrison and Alder, was sold today for $175,000. The property belonged to Mrs. L. A. Hamilton, proprietor of the Calumet hotel. The report is that the sale is conditioned upon the delivery of the property per leases. The ground floor of the building is occupied by a restaurant and a saloon, and is leased for a period of years. It is understood that Mrs. Hamilton has bought out the lessees, and that she paid $30,000 to secure their cancellation.

Journal Want Ads bring results.

CARD SYSTEM FOR LIQUOR LICENSES

Deputy City Auditor Hutchinson Perfects Simple Form of Record.

Deputy City Auditor Joseph Hutchinson is the inventor of a unique filing system for the recording of liquor licenses and transfers. The system used by Mr. Hutchinson was devised by him after years of experiment. It is probable that it will be copied by the license departments of other large cities.

A representative of the New York license commission was in Portland recently on a tour of the country, gathering information as to the methods in vogue in different cities, and he declared Mr. Hutchinson's filing system the simplest and most satisfactory that he had seen anywhere.

Many Transfers.

About 500 licenses are issued every year in Portland, and besides the original issues there are many transfers.

Sometimes one license will be transferred more than half a dozen times. Before Mr. Hutchinson took charge of the license department of the city auditor's office it was a difficult matter to ascertain the ownership of a license in cases where more than one transfer might have been made. The office force would have to search the files from one end to the other, and often even this minute search proved fruitless, the paper sought for having been overlooked the first time, necessitating another wearisome search.

A Simple System.

Under Mr. Hutchinson's improved system each license is numbered with the original number of the license, as stamped by the city treasurer at the beginning of the year. This same number is stamped upon a card bearing the street address of the saloon. A third filing card has the name of the original license and the names of all those to whom the license may have been transferred from time to time.

The street address card file is particularly convenient. Oftentimes complaint is made against a saloon, only the number of the saloon being given. When such complaints are received the deputies in the license department have only to turn to the street address card file, and from that trace the ownership of the saloon.

HARNEY IRRIGATION SUIT BEING ARGUED

Arguments were heard by Judge Bean in the United States district court today in the suit of the Pacific Livestock company against the Silvies River Irrigation company, the Harney Valley Improvement company and W. D. Hanley. This is an old suit, in which a decree was secured in 1901. It is claimed Hanley has not lived up to the terms of the decree, but has been using the waters of the Silvies river in Harney county for irrigating land not within the proper valley of the Silvies.

MOUNTAIN DAIRY PAYS $50 BAD MILK FINE

A. Brugger, proprietor of the Mountain dairy at Hillsdale, pleaded guilty this morning in the municipal court to a charge of selling colored milk, and paid a fine of $50. This is the second charge that has been made against him for such an offense. E. D. Smith, city milk chemist, took a sample from his wagon, and found it contained much coloring matter. James Laidlaw, British consul, complained to the health department that milk secured from the Mountain dairy had made his children ill.

Many Plead Not Guilty.

Pendleton, Or., Jan. 13.—In the circuit court this morning William Reno, indicted for sodomy, pleaded not guilty. The same pleas were entered by Mike O'Neal on the charge of obtaining money under false pretenses; by James Blake on the charge of receiving stolen goods; by Charles Bowers, on the charge of burglary, and by Jack McCarty, on the charge of larceny from a dwelling.

COMPENSATION OF INJURED EMPLOYE

Question Discussed, With Law Proposed, Before the Civic Federation.

(United Press Leased Wire.)

New York, Jan. 13.—A workingmen's compensation law was the principal subject before the National Civic Federation today, although uniform state taxation, pure food, the taxation of corporations and uniform banking laws also were discussed in several papers that were read. Colonel Roosevelt and Andrew Carnegie were scheduled to address the meeting today.

P. Tecumseh Sherman, chairman of the legal committee of the department of compensation for industrial workers, explained a law which his department proposed. The chief objection, he said, to the proposed measures, was a question of constitutionality. The committee, he said, taking this into consideration, decided to limit the proposed law to one involving hazardous occupations.

"The real constitutional danger," he said, "is that a law limited in application to the more hazardous occupations might be held as offending another constitutional provision forbidding unreasonable discrimination between persons and classes."

Provisions of Proposed Law.

Those who have studied the subject favor legislation of this character, Sherman continued. The public is not sufficiently educated to accept compulsory insurance. The demand for relief, he said, was acute in dangerous occupations.

The proposed bill applies only to workmen earning less than $1800 per annum. In cases of death or permanent injury, dependents of the workman would receive a lump sum equal to four years' wages, but not to exceed $5000. In case of less injury the workman would receive a weekly sum equal to half his wages, or half the impairment of his earnings during the period of his disability. This remuneration would not exceed $10 weekly, or in any event to continue for more than 10 years. The tentative measure also provides that the employer must furnish whatever medical or surgical services might be necessary immediately after the accident, but not to exceed a cost of $100.

"We must make a move soon toward compensation," Sherman continued. "Otherwise we shall continue with increasing impetus down the broad way of employers' liability laws, which leads to social destruction."

STILL BITTERLY COLD IN WESTERN CANADA

(United Press Leased Wire.)

Winnipeg, Man., Jan. 13.—It is still bitterly cold throughout western Canada. Fifty degrees below zero has been recorded at Prince Albert, Sask., forty-four below at Calgary and thirty-two below at Winnipeg. Many coal dealers are running out of fuel. As a result the price of coal has soared to $10.50 per ton. There is much suffering among the poorer classes.

FOUR PASSENGERS KILLED IN WRECK AT BATAVIA, N. Y.

Following Train Crashes Into Sleepers of Train Standing at Station; Twelve Passengers Injured.

(United Press Leased Wire.)

Batavia, N. Y., Jan. 13.—Four passengers in a Pullman sleeper were killed today and 12 injured in a rear end collision on the New York Central railroad here. The accident occurred in front of the station, where a passenger train was standing. A following train plunged into it, telescoping the rear sleepers.

None of the dead had been identified early this afternoon. At the time of the collison most of the victims were in their berths. Wrecking trains were rushed from Buffalo and Rochester. It was four hours before the wreckers could remove the heaped up debris and release the injured and recover the dead.

Most of the injured were passengers from New York to Indiana.

BANNON & CO.

The East Side People's Store

388--390 East Morrison St. Near Grand Ave.

Sensational Additional Offer

Any Long Coat in Our Entire Store Values to $25 $5.95

Here's indeed a reduction sensational in connection with our grand Saturday Sale and big Expansion Event that will bring every thrifty woman in a hurry to this popular store tomorrow as soon as the doors are opened at 9:30. There are just about 150 lovely, stylish Long Coats in our entire store—wanted models in mannish suitings, broadcloths, worsteds, etc., in plain colors and mixtures. Some are lined with best Skinner's satin, others semi-lined or unlined. These garments sold regularly at prices ranging up to $15.00, $18.50, $22.50, and even $25.00, but to effect a speedy clearance in one big selling day—tomorrow—we offer the UNRESTRICTED CHOICE OF ANY WOMAN'S LONG COAT IN THE ENTIRE STORE AT THIS COLOSSAL REDUCTION TO

$5.95

SEE WINDOW DISPLAYS—SALE BEGINS PROMPTLY AT 9:30 A. M. SATURDAY

LION CLOTHIERS SAY:

Come to our store and examine our great special offerings before buying elsewhere. We are fully awake to the demands of the times and realize that nothing short of the best merchandise for the money will keep old customers coming and add new ones to our list.

1/3 Off Regular Prices!

On Men's and Boys' Overcoats, Suits, Hats, Shoes and Furnishings means to you a considerable saving, and you'll find here a splendid assortment of reliable clothes at these greatly reduced prices:

MEN'S $40 SUITS AND OVERCOATS NOW $26.65
MEN'S $30 SUITS AND OVERCOATS NOW $20.00
MEN'S $25 SUITS AND OVERCOATS NOW $16.65
MEN'S $20 SUITS AND OVERCOATS NOW $13.35
MEN'S $15 SUITS AND OVERCOATS NOW $10.00

Boys' $10 Suits and Overcoats $6.67
Boys' $7.50 Suits and O'coats $5.00
Boys' $5.00 Suits and O'coats $3.33
Boys' $2.00 Suits and O'coats $1.35

Men's $2 Wool Sweaters.....$1.35
Men's $1 Derby-Rib'd Underw'r 65c
Men's $1.50 Shirts now.....95c
Men's $5 and $6 Hi-Cut Shoes $3.85

Many other offerings equally as attractive—See them today.

LION CLOTHING CO.

166-170 Third St.