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The Peoples Warehouse

Where it Pays to Trade

Save Your Coupons

UNJUST ORDER OF THE UNDERWRITERS

The Oregon Daily Journal says of the unjust order of the insurance underwriters' association that Portland's electric current be changed from direct to alternating necessitating the installation of at least 600 new motors:

Every owner of an electric motor for machine or elevator power in Portland is confronted by the necessity of buying a new motor if the Portland Railway, Light & Power company yields to the demand of the insurance companies for an immediate change of the current used for power purposes in this city.

The change from direct to alternating current will, it is said, come naturally within the course of the next 18 months by the placing of the power wires under ground in the business district.

It is charged that the Pacific coast insurance combine is taking advantage of a technicality and the usual public hostility against lighting corporations, to raise the insurance rates in Portland and reap a harvest before the installation of the underground system ordered by the city council and now being planned by the Portland Railway, Light & Power company.

Would Necessitate Change.

Discussing the sensational increase of insurance rates put into effect yesterday by the underwriters' combination, President B. E. Josselyn of the Portland Railway, Light & Power company, said:

"We have had this question up before and we have declined to make an immediate change, partly because we are considering the interests of our power customers, all of whom would have to instantly dispose of their motors and get new motors that could be operated by the proposed alternating current. There are about 600 direct current motors now in operation on our lines. Every one would have to be superseded by an alternating current motor.

"In our judgment the advance of local insurance rates on the pretext of danger from the direct current wires is nothing less than a holdup by the insurance companies that carry policies on the properties in the business district of Portland. They claim that the rates must be increased because any great electrical disturbance might cause a general conflagration. The fact is that there are no electrical disturbances in Portland. This climate is peculiarly free from such disturbances.

No Increase Elsewhere.

"Eliminating electric disturbances the present system is all right. But in the regular course of events we are planning to change the downtown wires to an underground system, and at the same time change the current from direct to alternating, reducing the voltage from 500 to 220 volts. The city council has directed that downtown wires be placed underground, and we are making our plans to carry out this ordinance."

It is said by electrical engineers that 90 per cent of cities of the United States are using direct current for power purposes, and that they never change excepting in rebuilding their wiring plants and placing them underground, according to modern plans.

In the making of this change the rule is to reduce the voltage, making it an alternating current instead of direct. It is said that in some cities the direct current is not even an insulated system, as in Portland, but that the power is taken direct from the trolley wire, and that in these same cities insurance is carried at regular rates by the same companies that do business in and are now raising rates in Portland.

In eastern cities the risk is naturally greater by reason of the frequency of great electrical storms. But Portland is free from such storms and therefore it is argued should be free from insurance rate advances on such pretexts.

Carry Own Insurance.

Under former conditions prevail-

ing with the local electric light and power company there were grounded circuits outside of the power house, but these conditions have practically been remedied and faults done away with. The present direct current insulated system is said by electricians to be really better than an alternating current, and the discrimination between the two under discussion is so fine that engineers differ in opinions thereon.

"We are seriously considering carrying our own insurance on all company properties, the same as is done by the Union Pacific system, where I inaugurated the policy years ago," Mr. Josselyn said.

"It is entirely practical for large corporations or a number of them to get together on the insurance question and pay their premiums into a fund, out of which all fire losses can be easily met. I understand that the Union Pacific has paid all fire losses out of such a fund and has a good surplus in the fund today. Other business concerns could do likewise, and especially here in Portland, where rates are constantly being raised by the insurance companies doing business here."

COVER EASTERN OREGON WITH BUGGY AND TEAM

Minneapolis Party Travels 800 Miles Through Central Oregon Counties—Longest Continuous Trip.

The longest continuous trip made through Oregon in recent years has just been completed by H. A. Hunter, president of the Hunter Land company of Minneapolis, says the Portland Journal. With two companions and a two-horse rig they left the terminus of the Sumpter Valley railroad in Grant county and traveled overland through Canyon City, and south through Harney county skirting the eastern slopes of the Steins mountains to Catlo valley, where they entered the old Oregon military road and traversed it to Lakeview, thence north and west over the Cascade via Crescent lake, and struck the Southern Pacific railroad at Eugene.

The trip occupied four weeks, and the party covered about 800 miles, 250 miles of which was over the old military road, constructed 50 years ago to admit early settlers into Oregon by the southern route. The trip was made for the purpose of a thorough examination of the lands and conditions of interior and southern Oregon east of the Cascades. Mr. Hunter came out enthusiastic over the prosperity of the residents of those regions and the possibilities for agricultural and industrial development. Copious rains fell nearly every day along the route through Lake and Harney counties.

Coming out over the Crescent lake pass they encountered snow 10 feet deep, and met frequent parties of Southern Pacific surveyors with their pack horses and outfits, resuming the surveying of lines of the Oregon Eastern railroad from Natron to Vale, and branch lines to Lakeview and Klamath Falls. The trip over the mountain was made mostly on foot.

"Crescent lake is probably the most beautiful spectacle in all Oregon, the state of spectacular scenery," Mr. Hunter said. "The day that we spent at this lake was warm and pleasant, and we went in swimming. The water was cold, but the swim fine and invigorating. This lake is in form almost a crescent, and inside the crescent curve Diamond peak, a splendid snow-crowned mountain, rises to great height and is perfectly mirrored in the lake. On the opposite side of the lake is a long, gently sloping solid beach. The lake is one of the most beautiful I have ever beheld.

Country Rapidly Settling.

"Over in Lake and Harney counties there are many new people coming in and the country is developing. With the opening and colonization of the old Oregon military road land grant the future of that country looks very bright. I met old settlers in this grant who stated that the lands

originally were covered with tall grass, and that their present partially denuded condition is due to overgrazing. In places where settlers have planted clover and alfalfa these grasses are growing prolifically. Considerable complaint is heard because of the placing of the lands on the market without advance notice to the lessees, whose leases are all made subject to termination by the sale. These tenants are only now hearing that the grant is being sold, after nearly one-third of it has been disposed of. They naturally want to make an effort to purchase lands that they have been leasing. Many of the valleys produce good crops of alfalfa without irrigation. The cattle in that country today look fat and sleek, in fact I have seen no finer looking cattle anywhere in western Oregon. In the Goose Lake valley numerous railroad surveyors are at work, and no less than five railroad lines are now being surveyed into Lakeview.

The July American Boy.

Young America and the glorious Fourth is well depicted on the handsome colored front cover of the July American Boy, the contents of the magazine will surely satisfy every reader. In variety, interesting, and instructive reading. Continued chapters of the five serials, Bred in the Bone, or Born an Electrician, That Dillingham Boy and Four Boys on the Mississippi are given, and there is the first installment of Under the Great White Canvas, describing the interesting and unique experiences of Hugh C. Weir, with the great Blingling Brothers' circus. The smaller stories are full of interest and excitement, notably, Kavannah of Lucknow, Hero of the Indian Mutiny, telling of how the hero of one man saved the lives of thousands and quelled the great insurrection of India; The Rangers describe incidents in the lives of those gallant and heroic pioneers who did so much to settle our country in the early days. A Duel in the Woods is a fine story of a boy slaying a mad bull moose. Larry Loloje, the Man who Breaks Baseballs, will be eagerly read by every lover of our national game. The Story of the Signers is a timely sketch of some of the members of that congress which "Resolved, that these united colonies are, and of right ought to be, free and independent." How Tony Leavitt Kept Independence Day in 1777, tells of how the coolness and courage of an American boy saved the colonial troops from disaster. Among the larger articles are: To American Boy Graduates, The Boyhood of Successful Men, The Olympic Champions, The Editor Wants to Say, Some Strange Birds and Their Nests, Training the Baby Elephant to Carry Babies, and First Congress of Chinese Kite Flyers Amaze the American Boy. The usual departments are filled with matter interesting and instructive. In addition there are 80 illustrations, \$1 a year. The Sprague Publishing Co., Detroit, Mich.

Race for Lipton Cup.

New York, July 3.—An ocean yacht race for the Sir Thomas Lipton \$1,000 cup will be the feature nautical event in these waters tomorrow. The entries include sailing craft which have won honors in other races and the contest will doubtless be an exciting one. Only yachts measuring less than 100 feet, extreme length, were allowed to enter. The course is from Gravesend Bay, passing the Scotland, Fire Island and Cape May lightships, to the starting point.

200-Mile Auto Race.

Lowell, Mass., July 3.—A 200-mile automobile race that will rival the famous Vanderbilt races, over a picturesque course along the Merrimack river, and costing \$10,000, will be the event of the Fourth of July celebration in this city tomorrow.

George L. Blodgett, who murdered Alice Minthorn, a variety actress in Portland, March 23, 1906, was found guilty of first degree murder, sentenced to be hung and then granted a new trial, has consented to enter a plea of guilty in the second degree and this will probably be allowed. This means he will be compelled to spend the remainder of his life behind the prison bars.

SOME DEMOCRATIC PRESIDENTIAL POSSIBILITIES—TOM. L. JOHNSON

Cleveland, Ohio, July 3.—"The best known mayor of the best governed city in the United States," Tom L. Johnson is now serving his fourth term as executive head of the city of Cleveland.

First elected in 1901 on a platform pledging to the people a three-cent car fare, he has just succeeded in making good this promise. Cars are now operating on Cleveland's streets, over the tracks of the old corporation that Johnson fought continuously for seven years, at three-cent fare.

Johnson is a Kentuckian by birth, 54 years of age, and his ancestry shows fighting blood all the way through. This may account for his love of a contest, for he never sidesteps anything that bears the least resemblance to a scrap.

Prior to the time Johnson was elected mayor he had served two terms in congress. Until Johnson first made the race for election to congress, in 1888, when he was defeated, he had devoted himself to the making of money, and he had become a millionaire.

Johnson's parents were rich slave owners at the time of his birth. The civil war left the family penniless. In 1869 Tom took a job in a rolling mill at Louisville. Four months later he succeeded in obtaining employment in the offices of the street car company at Louisville. All that he now has he made out of rolling mills and street car lines.

Enters Street Railway Fight. It was not until 1880 that he broke into the street railway game here. He found himself arrayed against Mark Hanna, a director in a competing line with Johnson's. It was a long drawn out fight, with honors about even. He got into the manufacture of steel rails, establishing the great plants at Johnstown, Pa., and Lorain, Ohio. In 1888 Johnson quit business in order to get into politics. Converted to the Henry George single-tax doctrine he managed George's mayoralty campaign in New York, soon afterwards returning to Cleveland.

The conservatives have always said Johnson was a worshipper of fads and isms, but all of these have been things that he believed were for the benefit of the public.

Johnson insists he is not a candidate for anything except a fifth term as mayor. "My work is here," he said when it was suggested he might be a presidential or vice presidential possibility. "I will stay on the job, too."

When he first made the fight for mayor he was opposed by Wm. Akers, who was given all the backing of the Hanna machine. Hanna could not tolerate Johnson because Johnson had insisted he wanted election in order to give the people better and cheaper service, but Johnson was returned a winner by 6200 majority. In 1903 he defeated Harvey D. Goulder, again on the same old street car platform, by 6100. In 1905 Wm. H. Boyd, a leading attorney, thought he had Johnson whipped, but when the votes were counted Boyd was 12,000 short. In 1907 the republicans picked Congressman Theodore Burton to trim Tom L. It was the street car fight over again. Johnson won this time by 9200.

As a campaigner Johnson is in a class by himself. He likes to give to the spectacle. He likes to excite the desire of the masses for show. It was Johnson who inaugurated the circus tent in campaigning. He started off with a small, one-pole canvas. Pretty soon he had the regulation three-pole big top, and now he has two tents. It was in his second campaign that he introduced the automobile. He had a fast machine, painted red, and his publicity man dubbed it "The Red Devil." This of course made a hit and incidentally won some votes. Last fall he introduced stereopticon views.

Success Has Been Local. His attempts, however, to go beyond local politics have not been successful. In 1903 he believed he could be elected governor of Ohio. Myron T. Herrick was on the republican ticket. Hanna threw himself and the republican machine into the fight against Johnson. When the polls closed election night, Johnson had been defeated by more than 110,000 votes. His attempts to lead in state conventions have also been balked every time. At the recent democratic convention at which Judson Harmon was nominated for governor, Johnson urged Allee Pomeroy for the nomination. It was anything with Johnson to defeat Harmon. He lost. He did succeed, however, in getting his ideas into the platform on which Harmon must run.

While Johnson was in congress the Wilson tariff bill was under consideration. Johnson was a free-trader. He was also a manufacturer of steel rails, an industry fostered under a protective tariff. He was accused of inconsistency in that he opposed protection and yet was making a great fortune out of a business that thrived under it.

"I am making much more out of the steel rail industry than I should," he said. "So long as you continue to keep the tariff on it, I shall continue to make all I can."

A believer in municipal ownership of public utilities, Johnson is also a monopolist. He says so himself. "I believe one company should own and operate a street railway system, if we cannot have municipal ownership," he told the people last fall. Although he has never been a staunch free-silverite, he has been a consistent supporter of Bryan.

As mayor, Johnson has given Cleveland a government absolutely free from graft. Every campaign his political enemies have sent a corps of expert accountants into the city hall

to find something on which to base a charge of corruption. Every time these attempts have failed. "Extravagance" is the worst term any have applied to his administration, but his expenditures have been heavy the people have received value in return. Johnson occupies a splendid stone residence on Euclid avenue, the fashionable thoroughfare of the city, but neither he nor any member of his family are much given to society.

WILL BOOST NORTHWEST.

Harriman Lines Will Advertise Pacific Coast States.

William McMurray, general passenger agent of the Harriman lines in Oregon returned from Chicago this morning, after an absence of nearly a month, says the Portland Telegram. He was called east to attend the annual "family gathering" of Harriman officials. He attended a succession of conferences of the heads of the passenger and advertising departments.

The northwest had the strongest representation at our meetings," said Mr. McMurray today, "that it ever had, and assurance was given that greater campaigns of advertising and exploitation of our resources out here will be made in the future than ever before. In fact, the affairs of the northwest, the opportunities for homeseeking and colonization were gone into deeply.

"Much, too, was made of the delightful summer resorts in this territory, and plans are now being devised for attracting a greater volume of tourists from the east than in any former year.

"So many things have happened in the northwest of late to win attention from railroad men in the east, that no opportunity will be overlooked to bring Portland and Oregon to the front in the future.

The reports of the success of the Rose Festival impressed the railroad officials with the importance of giving this fête greater publicity through the literature sent out by the Harriman lines, and I can safely say that the railroads will do a great deal more to assist the next year's celebration than was done this year.

"I didn't get a drink of decent water while I was gone, and the first thing I did when I got home this morning was to gulp down about a gallon of cool, sparkling Bull Run. We suffered intensely from the heat in Chicago, and I certainly am glad to get back to God's own country once more."

GOTCH IS STILL CHAMPION.

Dr. Roller of Seattle Is Rolled Twice in Succession.

Frank Gotch of Humboldt, Iowa, maintained his right to the world's catch-as-catch-can wrestling championship Wednesday night in Seattle winning two consecutive falls in 15 minutes and 25 seconds, and 25 minutes and 54 seconds respectively.

The men entered the ring weighing close to 200 each. Roller may have been a pound or two heavier.

They went at it like bulls from the very start and Gotch was soon forcing matters. He worked his notorious toe hold six times in succession in the first bout. Roller broke away each time but it wore on him and finally Gotch downed him with a crotch and half-nelson.

Roller did better work in the second bout, but Gotch was like a terrier after a rat and went from hold to hold with startling rapidity. Roller's best work in this round was to break a crotch and half-nelson after seemingly lost. He was finally picked up and dumped to his shoulders from the same hold. It is doubtful if he was really down but it was only a question of minutes anyway, as he was at Gotch's mercy.

Eddie Gaffney of Seattle, was referee.

Owing to the high prices the crowd was not more than 3000.

State of Ohio, City of Toledo, Lucas County, ss. Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure.

FRANK J. CHENEY, Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1899.

(Seal) A. W. GLEASON, Notary Public.

Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces of the system. Send for testimonials free.

F. J. CHENEY & CO., Toledo, O. Sold by all Druggists, 75c. Take Hall's Family Pills for constipation.

To Revive Top Hats.

London, July 3.—A crusade to revive the vogue of the top hat will be inaugurated in London tomorrow, when a great procession, in which all members will wear the latest styles of top hats, will march through the Franco-British exposition. For some years the silk hat has been declining in favor, even in the most fashionable circles, and has been superseded by straws and derbys. The silk hat manufacturers, seeing their business threatened, have organized the public crusade.

COFFEE

and tea; Schilling's Best, is sold by about 9000 grocers west of the Rocky Mountains.

Your grocer returns your money if you don't like it; we pay him.

DOCTOR'S ORDER WAS: 'CUTICURA'

For a Bad Case of Eczema on Child—Suffered for Three Months—Disease Reached a Fearful Stage—Pain and Itching were Terrible.

CURED AFTER OTHER PRESCRIPTIONS FAILED

"When I was small I was troubled with eczema for about three months. It was all over my face and covered nearly all of my head. It reached such a state that it was just a large scab all over, and the pain and itching were terrible, some times and was then advised by him to use the Cuticura Remedies which I did and I was entirely cured. I have not been bothered with it since. I used Cuticura Soap and Cuticura Ointment but do not know exactly how much was used to complete the cure. I can safely say that Cuticura did a lot for me. Miss Anabel Wilson, North Branch, Mich., Oct. 20, 1907."

ITCHING CURED

With Cuticura Remedies in Three Days After Six Months of Suffering.

"I suffered fully six months. The trouble began on my arms in little red pimples and it was not long before it was all over my body, limbs, face, and hands. It was so bad that I could not rest night or day and during the six months, I did not get a good night's sleep. I doctored for three or four months and spent at least twenty dollars trying to find a cure but none could be found. Then I saw the Cuticura Remedies advertised, and the next day I purchased some for seventy-five cents at the drugist's. I used them and I was relieved of the itching in three days, and I have never had a sign of any skin disease since. The Cuticura Remedies are the only remedies to use for skin diseases, they have cured me and they will cure others in the same way. J. W. Bloom, R. R. Telegrapher, Holywell, Mich., Nov. 20 and Dec. 29, 1906."

Cuticura Remedies are guaranteed absolutely pure under the United States Food and Drug Act.

Complete External and Internal Treatment for Every Humour of Infants, Children, and Adults: Eczema, Scald, Itch, and all the skin diseases of Cuticura Soap (25c) to Clean the Skin, and Cuticura Ointment (50c) to Heal the Skin, and Cuticura Resolvent (50c) for the Form of Chronic Blood Purifier, 25c per vial of 60 to Purify the Blood. Sold throughout the world. Potter Drug & Chem. Corp., Sole Props., Boston, Mass.

Mail Free, Cuticura Book on Skin Diseases.

"Meet me at the Fountain"

DONALDSON'S

Try Our New Drink

BON-TON

SODA

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Cool and Refreshing

Our Specialty is the Family Trade

We are fully prepared to furnish you the best of lard, sausages and fresh, smoked or cured meats and fish each day.

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Carney & Tweedy,

Telephone Main 32.

Phone Main 515.

THORNTON MUSIC CO

813 Main Street.

HIGH GRADE PIANOS AND ORGANS

Columbia, Edison and Victor Talking Machines, Records, Cabinets and Musical Merchandise.

PERFECT PRINTING PLATES

IN ONE OR MANY COLORS

LARGEST FACILITIES IN THE WEST FOR THE PRODUCTION OF HIGH GRADE WORK

RATES AS LOW AS EASTERN HOUSES

HICKS-CHATTEN ENGRAVING CO.

414 ARMY, PORTLAND, ORE.

PENDLETON-UKIAH STAGE

Daily trips between Pendleton and Ukiah, except Sunday. Stage leaves Pendleton at 7 a. m., arrives at Ukiah at 6 p. m. Return stage leaves Ukiah at 6 p. m., arrives at Pendleton at 5 p. m.

Pendleton to Ukiah, \$3.00; Pendleton to Aiba, \$1.75; Pendleton to Ridge, \$2; Pendleton to Nye, \$1.50; Pendleton to Pilot Rock, \$1.

FOLEY'S KIDNEY CURE

Makes Kidneys and Bladder Tight