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6:40	7:00	Portland	7:40	10:11	10:13
7:00	7:20	Portland	7:40	10:11	10:13
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10:40	11:00	Portland	7:40	10:11	10:13

Troutdale Division
Between Cedarville Junction and Troutdale

EASTBOUND		STATIONS		WESTBOUND	
6:40	7:00	Portland	7:40	10:11	10:13
7:00	7:20	Portland	7:40	10:11	10:13
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A. M. figures in Roman. P. M. figures in black. Daily except Sunday.

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W. O. W. Clover Camp No. 318, Gresham, meets in Regner's Hall on 2d and 4th Mondays at 8 p. m. J. N. Clanchain, C. O.; J. F. Manning, Clerk. Visiting Woodmen, We' come.

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I had suffered with letter for thirty years and have tried almost countless remedies with little, if any, relief. Three boxes of Chamberlain's Salve cured me. It was a torture. It breaks out a little sometimes, but nothing to what it used to do.—D. H. Beach, Midland City, Ala. Chamberlain's Salve is for sale by all druggists.

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Administratrix' Notice
Notice is hereby given that the undersigned by an order of the county court of Multnomah county Oregon, has been appointed administratrix of the estate of William F. Pettigrew, deceased. All persons having claims against such estate are required to present them within six months from the date of this notice, with the proper vouchers to the undersigned at the office of E. B. Dufur, 722 Chamber of Commerce, Portland, Oregon.

Attack of Diarrhoea Cured by One Dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy.
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Give former address as well as present one when asking to have The Herald changed to new postoffice.

DOUBLE-TRACK ROAD
Harriman to Spend \$75,000,000 on Immediate Improvement.

ELECTRIC POWER IN MOUNTAINS
Plans Approved for Low-Grade and Double-Track Line From Chicago to Pacific Coast.

Chicago, Sept. 14.—As a result of his trip throughout the West and owing to his unbounded faith in the continued prosperity of the country, E. H. Harriman has approved plans for the spending of between \$75,000,000 and \$100,000,000 to complete what he believes will be the best double-track transcontinental railway system in the world.

His plan contemplates the construction of a low-grade double-track railway from Chicago to the Pacific coast at San Francisco, Portland and Seattle, and its operation over the mountain sections by electricity, generated by water power from the Rockies and the Sierras. The completion of this enterprise practically will have the effect of adding three single-track roads, so far as capacity to handle tonnage is concerned, to the transcontinental system.

Mr. Harriman contemplates the improvement of the mountain section of the Southern Pacific by building an entirely new line for a distance of 32 miles between Rocklin and Colfax, Cal. This will have a grade of 78 feet to the mile and will be used as an up-hill track. The present line, with its grade of 116 feet to the mile, will be used as the downhill track.

The company has just completed the lengthening of all sidings on the 82 mountains that will hold 42 cars and three locomotives, such as are used in taking a single freight train over the mountain division. Borings are being made and shafts sunk for the new summit tunnel, which is to be five and one-quarter miles long and which is to lower the grade by a total of 750 feet.

It is expected that 450 miles of the double tracking of the Union Pacific will be completed by the close of the year.

AFRAID OF LANDIS.
Judge Who Fined Standard May Not Grant Alton Immunity.

Washington, Sept. 14.—Judge Kenesaw W. Landis, famous for having imposed the record fine on the Standard Oil company, is causing considerable uneasiness in the department of justice because of his apparent determination to prosecute the Alton railroad. The determination of the judge would not give concern, but for the fact that this road was promised immunity by the government if it would give up the Alton road, which would enable the government to convict the Standard Oil company. The Alton road fulfilled its part of the contract; its evidence accomplished all that the government sought, and now the Alton is asking the government to live up to its agreement and overlook the sins of the railroad, which are contended to be of much less importance than the sins of the convicted Standard Oil company.

The curious thing about the situation is that Judge Landis is not necessarily bound by any immunity promise given by the department of justice. He knows that ex-Attorney General Moody authorized the giving of such a pledge, and he knows that, if Mr. Moody or the present attorney general had full sway, the Alton road would be protected simply and solely because of the promise of the government. But under our system of government the department of justice can not dictate to Judge Landis, nor can the president by any legal right direct this judge as to what course he shall follow. So far as criminal prosecutions are concerned, Judge Landis is supreme in his own jurisdiction, and if he sees fit to disregard the promise of immunity, there is no power in the government that can check him.

Try to Avert Car Famine.
Atlantic City, N. J., Sept. 14.—Efforts to avert a repetition of the car famine of last winter were put into effect by the car service committee at an important conference here. Representatives of nearly all important rail lines are in attendance. Conferees admit that an alarming shortage of rolling stock confronts the railroad, but refuse to state whether any plan of action to avert conditions as bad, if not worse, than prevailed last winter, had been agreed upon at the conference just held.

Clip Federal Courts' Wing.
Lincoln, Neb., Sept. 14.—Because of the restraining order granted by Judge Munder, of the Federal court, to prevent the railway commission from promulgating a new grain rate schedule, Governor George L. Sheldon today declared himself in favor of a constitutional amendment taking from Federal courts the right to enjoin state officials from enforcing state laws. "I believe the Federal courts have abused the privilege of the injunction enough to justify such action," he said in discussing the matter.

Canada's Wheat Crop.
Winnipeg, Sept. 14.—Ninety-five million bushels of wheat. This is the official estimate of the 1907 crop in Canada's three great wheat growing provinces of Manitoba, Saskatchewan and Alberta. Owing to the great flood of immigration, which has caused an immense increase of acreage this year, the crop was expected by statisticians to break previous records, but frost reports have been frequent.

NEW RIOT AMONG GARMEN.
San Francisco Police Are Accused of Shooting at Strikebreakers.

San Francisco, Sept. 13.—Another scene of riot was enacted at the Twenty-fourth and Utah streets car barn last night, following the arrest of William A. Bruce, a nonunion carman, on complaint of two young women that he had annoyed them by a remark as they passed. Bruce resisted arrest and was severely clubbed. The police allege that they were thereupon attacked by numbers of nonunion men. A riot squad of 25 patrolmen under Lieutenant Tobin came upon in a fight a score of heads were broken by clubs of the police and a number of arrests were made. Eventually the nonunion men were driven back into the car barns. The police say that the carman who started the row is an ex-convict.

Mayor Taylor has increased the Mission patrol by 22 men, in accordance with his promise of yesterday. The pickets' tent at Twenty-fourth and Potrero streets, a block from the company's barn, is to be removed. It has been a headquarters for trouble for weeks past.

The Chronicle commenting upon the furious rioting in the Mission district, when five nonunion car operatives in the employ of the United Railroads were shot by union pickets and policemen, charges flatly that the police ambushed the nonunion men and fought against them side by side with their union tormentors. The Chronicle points out that the patrolmen—Wade, Rigelow and Miller—who shot down the carmen, were appointed to the police force from the teamsters' and carmen's unions soon after the commencement of the streetcar strike, when a Union Labor police commission and a crooked chief of police were in control.

LAND HINDUS AT VICTORIA.
Monteagle Turns Back, Fearing Violence at Vancouver.

Ottawa, Ont., Sept. 13.—Advice from Vancouver state that the mayor of Vancouver has warned the captain of the steamer Monteagle, which has on board 114 Japanese, 149 Chinese and 941 Hindus, destined for this port, that he would be unable to guarantee safe landing here, because the unionists have expressed their determination to resist the immigration of any more Asiatic laborers. The steamer's authorities feared to assume the risk and the vessel has been turned back to Victoria, where the Asiatics will be landed.

Vancouver is reported as being comparatively quiet, but an outrage by two Chinamen yesterday has again inflamed the people. The Mongolians, while passing along one of the main streets, saw a white baby sitting on the doorstep. They snatched it up and threw it into the middle of the street, which was busy with traffic. It fell among the horses' feet and narrowly escaped death. Beyond being bruised it was not much the worse. An angry crowd started in pursuit. The Chinese had a good start and escaped. The fact that no arrests have been made has not tended to allay the temper of the people.

CHARGES AGAINST RUICK.
Said to Have Forced Grand Jury to Indict Borah.

Boise, Idaho, Sept. 13.—Judge Dietrich in the Federal court yesterday issued an order for a special grand jury to appear on Thursday, September 19. The order was issued at the instance of Judge M. C. Burch, special assistant attorney general of the United States, who is here for the purpose of inquiring into matters in connection with the Idaho land fraud.

It is understood here that the order was really the result of a plea in abatement filed by the attorneys for Frank Martin, one of the men indicted with Senator Borah and others, which plea makes serious and sensational charges of misconduct on the part of United States Attorney Burch. These charges are that Ruick used force and coercion in securing the indictments of Borah and his fellow defendants, and are supported by the affidavits of three of the grand jurors.

Hoch's Fighting Blood is Up.
Topeka, Sept. 13.—Kansas politicians are strongly of the opinion that Governor Hoch will call a special session of the legislature if the railroads persist in their determination to ignore the restraining order. The governor has not been notified of the action of the roads except through the newspapers. He declares that Kansas will have a 2-cent fare rate or it will be cancelled in the states around her. A conference was held by Governor Hoch, Attorney General Jackson and the attorney for the railroad commission.

Awaits Action on Injunction.
Lincoln, Neb., Sept. 13.—The State Railway Commission today agreed to postpone indefinitely the further hearing on grain rate reductions until the Federal court acts on the request of the railroads for a temporary injunction. The restraining order yesterday prevented the commission from promulgating the new grain schedule. Senator Aldrick, attorney for the commission, today asked the governor to call a special session of the legislature providing the new rates are tied up indefinitely in the courts.

Says Laurier Will Settle It.
Tokyo, Sept. 13.—The Hochi, which was the most outspoken newspaper here in regard to the recent Japanese difficulties in San Francisco, in an editorial in Vancouver appears to be over, and was confined to one city. Japan can safely leave her interests in the hands of Premier Laurier, who always has been friendly. There is no reason why the people should feel uneasy over the outcome.

NEWS FROM THE NATIONAL CAPITAL

GO FROM PHILIPPINES.
Orders Send Infantry and Cavalry to Other Ports.

Washington, Sept. 13.—According to orders issued today by Acting Secretary of War Oliver, the following military disposition will be made within the next four months: The Fourth, Fourteenth and Twenty-third infantry regiments and the First cavalry will return from the Philippines and their places will be filled by the Second, Eighth and Twenty-fourth infantry and the Third cavalry. Another paragraph of the order relieves the Twenty-second from duty at Fort McDowell, and Freo is ordered to Monterey, Cal., where they are ordered to Alaska, taking station at Fort William, Fort Egbert, Fort Gibbon, Fort St. Michael, and Fort Davis. They will relieve at those places the Tenth infantry, which is ordered to take station at Fort Benjamin Harrison, probably constituting the nucleus of the new grade post at that point.

The Nineteenth infantry battalion at Fort Reno, Oklahoma, is ordered to Fort McKenzie, Wyo., March 1, to relieve at that point the battalion of the Fourth infantry, which is ordered to the Philippines.

Commissioner Charges Graft.
Washington, Sept. 14.—L. C. Dyer, a St. Louis attorney, representing Guy Hon Lee and other Chinamen of St. Louis, has laid before Commissioner of Immigration Sargent charges of graft and persecution of Chinamen by officials in the immigration service, and asks for an investigation, which will cover the coast of the United States. In general, the charges are that the immigration inspectors have been arresting Chinamen by the wholesale on the grounds that they are not entitled to be in the country, and that these arrests have been made in many cases without cause and without evidence against the Chinamen involved.

New Lumber Rate Reported.
Washington, Sept. 13.—The Interstate Commerce Commission today received from the Transcontinental Freight Bureau notification of new rates on lumber from the Pacific coast to points in the East, this being the rate, recently agreed upon, of 50 cents per hundred. The new rates will become operative November 1. Notice of filing of the rate was sent to lumbermen on the Pacific coast who have informed the commission of their intention to enter complaint and ask for a hearing, but this hearing will not prevent the rate going into effect November 1. In the event the commission decides against the new rate, lumbermen will be entitled to a rebate on all shipments made at 50 cents.

Increase in Canal Force.
Washington, Sept. 13.—Exclusive of the contract laborers taken to the Isthmus of Panama at the expense of the canal commission during the fiscal year ended June 30 last, the number of immigrants arriving at Colon, to which point come practically all the laborers for the canal, was an excess of 7,134 over emigrants. At the Pacific terminal the number of passengers who left during the fiscal year was 1,313 less than the number who entered. From the total force of canal employes on the roll in July, 1906, the death rate was 64 per thousand as against 35 per thousand in July, 1907.

Need Many Tons of Coal.
Washington, Sept. 13.—Two hundred and fifty-three thousand tons of coal, exclusive of that to be shipped in government tenders, will be required to get the Atlantic battleship fleet to the Pacific coast and properly coal it at Mare Island, according to the estimates made by the equipment bureau of the Navy department. Of this aggregate, 135,000 tons are semi-bituminous and the remainder Welsh coal. The former is to be shipped from Atlantic ports in vessels either in American or foreign register.

A Little Slow, but She'll Do.
Washington, Sept. 14.—The battleship Kansas, sister ship to the Vermont, has just completed her speed trials, and, while her record is slightly below that of her sister ship and a trifle below the 18-knot speed which she was required to make in her acceptance trial several months ago, it is said in the Navy department that her record is entirely satisfactory. The average speed for four hours with full power was 17.81 knots and for 24 hours endurance trial 17.09 knots.

Talk Business at Lunch.
Oyster Bay, Sept. 12.—President Roosevelt gave a luncheon today, at which Secretary Straus, of the department of commerce and labor, Charles P. Neill, commissioner of labor, Lawrence F. Abbott, and Ernest Hamlin Abbott of New York, were guests. Mr. Straus made a verbal report on his recent Western trip, and Mr. Neill took up with the president certain difficulties which have been encountered in the attempted enforcement of the eight-hour law. It is denied that the telegraph strike was considered.

Raise Veterans' Pensions.
Washington, Sept. 2.—Judging from reports received the more to extend the provisions of the service pension act to the survivors of the early Indian wars in the Northwest meets with general approval, there being but one criticism of the idea. The service pension act passed February 8, 1907, applies only to the soldiers themselves and makes no provision for widows. A great many of the beneficiaries under the Indian war pension act are widows.

Battleship Has Narrow Escape.
Washington, Sept. 14.—The battleship Indiana narrowly escaped destruction, according to a report made public by the Navy department, by a fire which started in the coal bunkers on September 5. The ship is now undergoing repairs at League Island. The heroic action of the crew in removing the ammunition saved the vessel.

WIPE OUT STOCK DISEASE.
Forest Service Will Furnish Vaccine Free to Stockmen.

Washington, Sept. 17.—Further evidence of the government's concern over the improvement of range conditions in the national forests is shown in the announcement just made that stock owners will be furnished free of charge supplies of vaccine for the treatment of stock afflicted with blackleg, tuberculosis and other animal diseases. This arrangement has been made by the Forest service with Dr. A. D. Melvin, chief of the bureau of animal industry. Stockmen holding permits for grazing in the national forests will now be furnished with an effective means of combating without cost all of the most dangerous diseases to which stock is subject. The vaccine can be obtained simply by applying to the supervisor of the forest upon which the stock is grazed, who will at once forward the approved request to the bureau of animal industry, where it will be filled. Full directions will be furnished for its use.

The Forest service and the bureau of animal industry are working hard in an endeavor to eradicate or diminish the common forms of stock disease found in Western ranges, and their efforts are meeting with much success. It is anticipated that a large number of stockmen will avail themselves of this latest offer of assistance, and, as a result, the loss of stock will be greatly reduced and range conditions improved.

NEVER HEARD OF PUTER.
Land Grafters' Fame Already Dim in Government Offices.

Washington, Sept. 12.—Fame is short-lived. Only a few days ago a letter was received by the Forest service in this city asking for various bits of information regarding public land conditions in the state of Oregon. The letter bore the signature "S. A. D. Puter." The questions were leading ones and indicated that the writer was dealing with an unfamiliar subject, rather than he was an old hand at it. Some of the questions could not be answered by the Forest service, so the letter was referred to the general land office, and came back with the answers and with this notation:

"Who is this writer Puter? We never heard of him."
The Forest service was no more acquainted with the man or the name than was the general land office, and when Puter's letter was passed from one official to another, it was always with the remark: "Never heard of him." It was not until a complete answer had been mailed to Puter that an official asked a newspaper correspondent if he had ever heard of Puter.

Latest on Fleet Movement.
Washington, Sept. 12.—Those politicians who are looking for an ulterior motive behind every move the president makes have discovered the real reason why the battleship fleet is to be sent around to the Pacific coast. The president, so they declare, is a candidate for renomination, and the fleet is to be sent to the Pacific to promote the political interests of Mr. Roosevelt. The presence of the fleet will demonstrate to the people of the coast that the president is their friend, and in return they will be expected to send to the Republican convention delegates who are pledged to Mr. Roosevelt.

Take Up Coast Defense.
Washington, Sept. 13.—An effort will be made by the War department to get an appropriation from congress during the coming winter for the completion of all fortifications exclusive of guns, at Portland, Me., New York and Boston harbors on the Atlantic coast and at San Francisco and Puget sound on the Pacific coast. General Murray, chief of artillery, has taken up the matter with the bureau of the War department, presumably at the instance of his superior officers, with a view to getting the money. Searchlights are the principal items needed at all five points.

Islands Need White Men.
Washington, Sept. 17.—"We want more Americans in Hawaii," declared Secretary of Commerce Oscar Straus, "and not too many Japanese, Chinese or other Asiatics are wanted there. It is not that the islands need only white men who are engaged in mercantile pursuits, but working men as well." Secretary Straus has just returned from the islands and he says while there he was greatly impressed with Pearl Harbor, which he says has great possibilities for a naval base.

Choice Reduced to Three.
Washington, Sept. 12.—On the eve of Secretary of War Taft's departure for the Philippines, national political leaders are taking account of stock and invoking the presidential situation as it has developed up to the present time. The situation today gives prominence to three men: President Roosevelt, Secretary Taft and Governor Hughes, of New York. Other persons whom have been entered in the Republican presidential nomination race appear at this stage as nothing more than probable "also rans."

Yellow Fever in Cuba.
Washington, Sept. 18.—In a dispatch from Havana, Governor Magoon says that four new cases of yellow fever were discovered in Cienfuegos yesterday and three today. All are Spaniards except one American soldier, Private William Foster, of the Fifteenth cavalry. Discovery of these cases is attributed to the increased efficiency of the medical patrol. There is also one case at Alacranes and one at Nuea Paz, both Spaniards.

May Have Fuel Shortage
Washington, Sept. 12.—The fuel problem is quite as acute in British Columbia as in the states of our Pacific Northwest; indeed, British Columbia is suffering somewhat because much of its coal is now being exported to American ports on the Pacific coast.

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