

### FINALLY LANDED

#### Frank Wiley Forger Will be Brought Here for Trial.

At one time Frank Wiley was the trusted paying teller of a prominent Spokane bank. Now he is the inmate of a felon's cell.

Through despatch and other causes, Wiley was obliged to give up his position in Spokane, and being handy with the quill, he started out to emulate "Jim the Penman." A great number of the teller's bogus checks were floated in Portland and then he "worked" the Sound country. Before he left here, however, he was arrested, but nothing came of it.

Yesterday afternoon Chief McLaughlin was informed by wire by the Spokane police that they had Wiley in jail on a trivial charge, but that if he had anything against him of a serious nature they would send him here. The chief wired his cheerful acceptance, and requisition papers are being made out this afternoon.

The only charges against Wiley here at present are one for passing a forged check on L. Penne, a butcher, and another on C. T. Beicher, one of the proprietors of the St. Charles hotel. Detective Day, who is handling the case, says, however, that when the prisoner arrives there will, no doubt, be many other pieces of worthless paper shown up.

### LANGWORTHY NOT AT CONVENTION.

A morning paper today, among other names, mentioned that of A. J. Langworthy as one of the active participants at last night's Citizens' convention. No doubt Mr. Langworthy would have been delighted to attend so large a gathering of representative citizens, but unfortunately for himself was so badly injured by a street-car at Third and Morrison on Sunday afternoon that for a time at least he did not know anything about politics on Monday evening.

Mr. Langworthy was in the act of stepping on the car when it suddenly started, throwing him to the stony pavement at that place. He was taken to his home, where opiates were administered to relieve his agony, and was not thinking much of Senators and Mayors and Councilmen while the convention was being held.

He is somewhat better today.

### POLITICAL NOTES.

Officials in charge at the Democratic headquarters say that the demand from all parts of the state for Chamberlain lithographs, pictures, buttons and campaign literature is enormous. Every day there is a perfect deluge of letters and postal cards making these requests. All these demands for campaign supplies will be attended to as soon as possible.

Judge Alex Sweek, the newly elected chairman of the Democratic City and County Central Committee, will call a meeting of the new executive committee very soon, probably one day this week and will at once begin the active work of the campaign in the city. He has been busy all day consulting with the leaders of the party and is getting the situation well in hand. The people at the state headquarters and the candidates for the state offices regard the election of Judge Sweek to be an excellent selection and anticipate good results from his efforts. Judge Sweek said this morning: "We will open up city and county headquarters as soon as possible and intend to thoroughly organize the entire county. This is something that has never been done by the Democrats. We will encourage the organization of ward and precinct clubs and will at once get to work."

News was received this morning from a Republican source that the Finnish managers had just completed in Umatilla County a poll of the Republican voters of that county with a view of ascertaining the extent of the Republican dissatisfaction. The result was not encouraging to the Finnish managers. The straw ballot showed that 700 Republican voters would not support Mr. Furnish. As the normal Republican majority in Umatilla County is 200, this is virtually a Republican admission that Mr. Chamberlain will carry the county by a majority of 400 votes.

### EDDY RESIGNS.

#### Milwaukee's General Agent Will Retire May 1.

For some time past it has been rumored that C. J. Eddy, the general agent of the Chicago, Milwaukee & St. Paul Railway Company, in this city, was to leave the service of that company. This morning Mr. Eddy himself confirmed the report.

C. J. Eddy has been with the Milwaukee for 25 years. His term of service will expire May 1. His resignation was tendered in March, but he did not receive formal notice of its acceptance until this morning. Mr. and Mrs. Eddy will visit Europe, and after their return, they will make Chicago their permanent residence. They own a beautiful home in that city. For more than 12 years Mr. Eddy has been the representative of the Milwaukee in Portland. He says that he leaves this city with great regret and will ever count the dozen years he has passed here as among the pleasantest of his life. Mr. Eddy has made many staunch friends during his residence here. If there is any man that has earned the right to retire it is he. He is highly esteemed by his associates, and those with whom he has had business relations will regret his departure.

The "Directory of Railway Officials of America," thus gives Mr. Eddy's record: With the Illinois Central as clerk and cashier at Dunleith, Ill.; assistant secretary Northwestern Packet Company at Dubuque, Iowa; chief clerk Chicago & Northwestern Railway, general freight office, Chicago; assistant superintendent Atlantic & Pacific Telegraph Company, New York; with the Chicago, Milwaukee & St. Paul Railway Company at Chicago as contracting freight agent, assistant commercial agent and afterwards as commercial agent; acted as arbitrator for Iowa Trunk Line Association at Omaha; was general freight and passenger agent of the Fargo & Southern before that line was absorbed by the Milwaukee; and, finally he became general agent of the company in this city.

Mr. Eddy's term of service covers 25 years of continuous labor. In accepting his resignation the company pays Mr. Eddy a very high tribute for his faithful devotion to duty and his loyalty to its interests. He came to the Milwaukee a most efficient man; he leaves that company still more so.

### ST. JOHNS.

A petition is being circulated for the building of a bicycle path from the end of the present path on the Boulevard down to the river.

The Dipple property is being improved. A new wire fence and other improvements are being made around the block.

Mrs. John Windle, who has been suffering for about two months with a broken thigh, was very much improved yesterday.

There is great activity in the vicinity of Point View. A force of men have been engaged for some time in clearing out the underbrush.

The City & Suburban Company has a force of men making improvements in Cedar Park. A large number of the trees are being cut and the place put in order for the summer season.

The St. Johns water works are being removed from its present location to a point several hundred feet south. A new tank will be erected and several important changes made in the system. The pipe is being extended to Miner's Addition.

The following letters remain unclaimed at the St. Johns postoffice: J. B. Glover, clerk St. Johns school; Frank Crowley and W. Kostrou.

There are five residences under construction in Miner's Addition.

A gang of 25 Japanese are at work on the St. Johns branch of the O. R. & N. The road is being put in a first-class condition and will soon be ready for traffic.

The residence of D. E. Walton at Portsmouth is nearing completion.

Miss Bernice Hemstock, deputy postmaster at University Park, has purchased a new bicycle.

The family of Alfred Parker has moved to University Park from Mount Tabor.

D. V. Hart, the Road Supervisor, has a number of men and teams at work grading the Columbia Slough road.

The O. R. & N. Company has built a sidetrack to Cone Brothers' sawmill on the St. Johns spur. The veneer factory at St. Johns will also be provided with a sidetrack from this spur.

An entertainment for the benefit of an organ fund will be given by the pupils of the public school of St. Johns at the M. E. church, Saturday evening, April 26. Some of the best talent in the city will be on the program.

### TO COMPLETE PORTAGE ROAD

#### Begins to Look Like the Enterprise May Be Carried Out.

The Columbia River Basin Board of Trade is endeavoring to organize a company to be known as the Columbia River Company, to acquire all the interests of the Columbia Railway & Navigation Company in The Dalles-Celilo portage railway.

The new company is to issue \$300,000 bonds to be taken by the producers, shippers, etc., of the Columbia river basin. These subscribers are to select their board of directors, representing different parts of the country east of the Cascades, from Portland, and, in fact, from any point which contributes to these bonds, the proceeds of which are to go to the completion of the property. The new company is to control the operation and maintenance of the road, and is to be a public institution as nearly as possible. It proposes to charge only such freight rates as may be necessary to cover expenses of the operation of the road and interest on bonds.

The committee working on this is now drawing up papers of organization. The election of officers will take place the latter part of this week, or as soon as all plans are completed.

Printed copies of the constitution and by-laws will be sent to all cities and towns throughout the Columbia river basin.

The portage railway project was first started in 1883 by a company known as the Farmers' Railway & Navigating Steamboat Portage Company. In 1888 this company became discouraged because of the non-completion of the Cascade Locks and sold out to the Columbia Railway & Navigation Company, of which Paul F. Mohr was the head. This company was ready to complete the work, but, owing to the Cascade Locks not being finished, could not proceed till 1888, when some Spokane people organized the Central Navigation & Construction Company, for the purpose of aiding the Columbia Railway & Navigation Company to complete the construction and equipment of the road. This company sublet the contract for completion to several contracting firms, but in 1890 this construction company failed and the sub-contractors brought the matter into the courts, with the result that the matter was straightened out a few weeks ago.

### EAST SIDE BRIEFS.

The Pacific States Telephone Company is stringing a cable from the central office in the Hill block down Russell street and up to the end of Mississippi avenue.

Lind & Manning are installing a more powerful pump before starting to sluice on the Dudley Evans property, corner of Commercial and Russell streets. The firm will move the new pump closer to the river and hope to stop the sand from filling up the pipes. About 100 yards of earth has been removed.

Harry Hahn, who was severely burned on the hands and feet while inspecting a boiler some time ago, is recovering.

Miss Wida Belknap, grand matron of the Degree of Honor, is visiting at the residence of F. A. Watts, the Albina druggist. Miss Belknap is on an official tour of the lodges in the state.

Oregon Circle, Women of Woodcraft, had a very large attendance at the meeting last evening. Several new candidates were taken into the circle. After the business was transacted the doors were thrown open and many friends of the order listened to a finely executed program. Light refreshments were served.

There are 22 new residences under course of construction around the Williams-avenue tract.

Miss Nellie Brocaw, a well-known young lady of Hillsboro, is visiting friends in Albina.

The family of G. Dreger, the tailor, have moved from Williams avenue to 607 Gutenberg avenue.

The engine company on Russell street was called out last evening about 7 o'clock in answer to a still alarm from a house on Flint street, Upper Albina. A defective chimney was the cause.

The Tenth Ward Democrats will meet tomorrow evening in Gomez hall, Russell street.

Mrs. Sky Tufford, wife of the driver of the Highland hose, was brought to her home in Highland the other day after a successful operation for appendicitis.

E. C. Hickman, a commercial traveler for a Portland house, was recalled from Seattle on account of the very serious illness of his father, who is confined in the North Pacific Sanitarium.

Eureka Lodge No. 125, A. O. U. W., has a number of candidates in both degrees this evening.

Ernest Howard Cone, the 16-year-old son of J. H. Cone, proprietor of the St. Johns sawmill, died at the family residence at Portsmouth yesterday afternoon, death being due to a very bad attack of typhoid pneumonia. The deceased had been ill for several months and death was not unexpected. The funeral took place today, interment being at Lone Fir cemetery.

What nearly proved to be a very serious accident happened yesterday afternoon. A horse attached to a buggy, driven by J. L. Wells, the East Side real estate man, became frightened at the corner of Grand avenue and East Washington street and ran west on East Washington. At the corner of Union avenue he roadway is barricaded and the horse took to the sidewalk, dashing the buggy against the saloon of H. Went, knocking out a number of the windows. Here the horse left the vehicle and dashed along to East First street, where he was stopped. The damaged buggy is owned by William Schmeier.

The new three-story building being erected for the Studebaker Bros. Company, East Second and East Morrison streets, is being rapidly pushed to completion.

The two new cottages being erected by J. C. Peterson, East Eighth and East Couch streets, are nearly completed.

### REVOKED

#### Dr. Henerich Volp Needs a Proper Certificate.

Henerich Volp, a physician, commenced suit in the State Circuit Court, Judge M. C. George's department, this morning, to compel the State Medical Society to expunge from its records the order revoking his certificate. J. R. Stoddard appeared for the plaintiff, and Geo. E. Chamberlain represented the defendant. Dr. W. H. Saylor, President of the society, was present.

It is alleged that Dr. Volp took the examination in June, '91, under the old board. He was granted a certificate to practice in this state, but only until December 13, 1901, or a period of six months. It was claimed by the examiners that the applicant did not satisfactorily answer some of the questions, and therefore they limited the duration of his certificate. Dr. Volp commenced practicing. The new act of 1895 required every medical practitioner of Oregon to present his certificate to the new board for its approval. Dr. Volp is charged with having erased the condition of the certificate, and the board accepted it at first without noticing the change. Afterwards the erasure was discovered and the board at once cancelled the certificate.

Dr. Volp's contention is that the board had no authority to grant him a certificate for a limited period of six months, that a certificate could be revoked only for unprofessional conduct, which conduct is set forth in eight reasons; none of which, it is claimed, applies to his case.

### RIVER AND OCEAN.

The George W. Elder is completing her cargo at the Albina dock today, and will leave down this evening at 7 o'clock.

The grain fleet in Tacoma consists of but three ships and one disengaged vessel. One of the three, the Macdonald, will probably sail tomorrow.

Sugar is to be shipped direct to New York from the Hawaiian Islands instead of by way of San Francisco as heretofore. The big ship Edward S. Howell will leave Honolulu in about two weeks with the first consignment.

The Albina, of the Gray Steamship Company's line, is expected to arrive Wednesday evening from San Francisco with a general cargo.

The Alaska "knock-down" boat, at Supple's yard, for the Northern Commercial Company, will probably be shipped Saturday. The barges are being moved to the Government moorings to be equipped for service.

The ship Arctic Stream, now loading grain at Tacoma for South Africa, will carry the first shipment of canned salmon ever sent to that continent from Puget Sound. The shipment, which is one of 1,000 cases, is for the British army. About one year ago the British war office added canned salmon to the army ration, and this shipment is to make that order effective.

The new steam schooner Prentiss has been added to the Gray Steamship Company's fleet which ply between Portland and California ports, and is expected to arrive at Carrville, opposite West Point, Wednesday morning to load lumber and piling for San Francisco. It is an oil-burning steamer and is the first of its kind to ever enter the Columbia River. She was built at Oakland, Cal., and is in command of Captain Ahlstrom. The vessel has a capacity of about 600 tons.

The steamship Thyra of the Portland & Asiatic Steamship Company arrived at Hong Kong at 3 o'clock this morning. The vessel left Portland on the morning of March 1. This was an unusually long trip, since it is usually covered in 30 days. The delay was partly due to bad weather and partly to the fact that the vessel called at Shanghai in addition to other ports of call.

A yawl is being built for Taylor Brothers by Nels Dodge, the well-known boat-builder. It is 26 feet long by 9 feet beam, and provided with a cabin. The yawl will be used for racing and cruising.

### ONLY RODENTS.

Considerable excitement was created on Sixth street, between Alder and Morrison, at 4 o'clock this morning, by a young man named Rosey McDuff calling a policeman to investigate a supposed burglary.

There is a vacant store on the block, and McDuff, passing, heard rats in the premises and got an idea into his head that burglars were attempting to force an entrance into an adjoining store. The officer on the beat made a thorough examination of the premises, and on emerging said, "Oh, rats!"

### Road to Thunder Mountain.

R. E. Lockwood and C. S. Fosselman, of Weiser, Idaho, are in the city for the purpose of conferring with the Board of Trustees of the Chamber of Commerce this afternoon regarding the Council route to the Thunder Mountain mining district. The desire that a road be made between Thunder Mountain and Warren, a distance of 20 miles. The construction of this road would cost about \$25,000, and

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"IT DIDN'T HURT A BIT."

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FIFTEEN YEARS ESTABLISHED IN PORTLAND

### WISE BROS., Dentists

208, 209, 210, 211, 212 Falls Building, cor. Third and Washington Sts. Both phones: Or. South 2291; Col. 288. Open evenings till 9; Sunday, 9 to 12.

### Faultless Laundry Work

brings customers back. That's why we are always so busy. Once a patron always a patron at the

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83 Randolph Street.  
Phones Albina 41 or Columbia 5042.

### Sun Soon Huie Co.

Importers wholesale and retail dealers in Silks, Carpets, Mattings, Teas and Rice, Japanese Fancy Goods, Hugs, Embroidery, Shawls, Crepes, Underwear, Ivory Carvings, Inlaid and Lacquered Goods. 267 YAMHILL STREET.

they claim that this road would have the effect of establishing a trade route this way. The Chamber may aid the proposition.

### Ready For Work.

Contractors Smyth & Howard today moved their camp out beyond River View cemetery, preparatory to commencing the work of widening the White House Road. About 50 men and 30 teams will be employed in the work. Charles Masters will act as foreman of the job. County Surveyor Hurlbert has been appointed to look out for the county's interest in the performance of the contract.

### Assaulted a Chinaman.

Jonathan Doe of the Captain Love will forger case is again in trouble. This afternoon he will have to face Municipal Judge Cameron on a charge of assault and battery. He was arrested yesterday at First and Jefferson streets for assaulting a Chinaman named Lee Sing.

### COURT NOTES.

The County Court has authorized Elmon G. Hall to change his name to Elmon Hall Miller.

The appraised value of the estate of E. K. Hazelton, as shown by the final account of J. A. Hazelton, administrator, is \$11,700.

Martin Hawkins, a mill hand, was ordered by Judge Sears to pay \$27.50 as attorney's fees for his wife, who is suing for a divorce, \$10 court costs and \$13.50 per month for the support of herself and children.

Lizzie Ellen Wright, plaintiff in a divorce suit, has procured an order from the State Circuit Court restraining her husband from interfering with her in any manner. She filed an affidavit that William Wright and another man forcibly entered her apartments at 2 o'clock last Sunday morning and frightened her and a friend, Mrs. Carrie Henderson.

Judge Frazer yesterday directed William H. Baker, a blacksmith of Lane County, to pay his wife, Mary Baker, \$25 for her support, pending the hearing of a divorce suit. There are six children, four of whom are with the father; two with their mother. Cruel treatment and non-support are alleged in the complaint.

### THE RAILROADS.

A. B. Calder, Seattle, district traveling passenger agent of the Canadian Pacific, is in the city. He is due here every 30 days, but does not always succeed in getting here as often as that.

W. H. Mead, general agent of the Omaha, will start East on his annual tour May 1. He will visit the company's headquarters at St. Paul and from there he will go to New York City to see his mother. He expects to be back here by May 25. "Billy" wouldn't miss a chance to vote by a great deal. Lonely as the railroad colony will be without him, it will have to get along for a time.

W. A. Larol, assistant general passenger agent of the Chicago, Burlington & Quincy, will arrive here tomorrow on his way East. He is returning from the transcontinental passenger meeting at Coronado Beach, Cal.

### PROPOSALS FOR LUMBER.

County Court Multnomah County, Portland Oregon.

Sealed bids will be received at the office of the Clerk of the County Court for Multnomah County until 10 o'clock a. m., Monday, the 5th day of May, 1902, for furnishing and delivering lumber for repairs of the Madison street and Morrison street bridges. Specifications for said lumber are now on file and may be seen at the office of the Clerk of the County Court.

The successful bidder will be required to promptly execute a formal contract to be approved by the District Attorney of this county, and also to execute and deliver to the Clerk of the County Court a good and sufficient bond in total the amount of contract price for the faithful performance of such contract.

All bids must be accompanied by a certified check in the amount of 10 per cent of the bid.

The County Court reserves the right to reject any and all bids.

By order of the County Court.  
I. Q. SWETLAND, Clerk.  
Portland, April 22, 1902.

# ANOTHER CAR LOAD

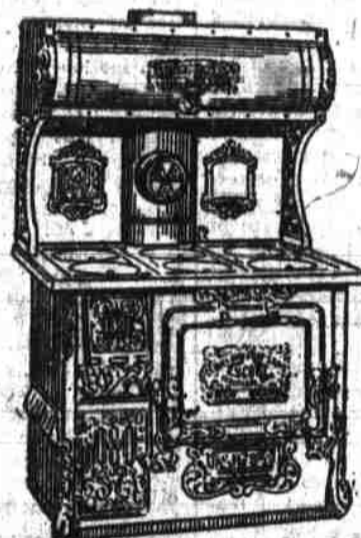
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\$30

\$60

### Royal Grand Steel Range

For hard coal, soft coal or wood. HEAVY BLUED STEEL BODY and WARMING CLOSET..... \$30 to \$60



\$25

\$40

### Royal Rival Steel Range

For hard coal, soft coal or wood. HEAVY JAPANNED BODY AND WARMING CLOSET... \$25 to \$40

These Ranges are certainly the richest product of the stove maker's art. In point of workmanship they are mechanical perfection. No paint to burn or check off. They are handsomely ornamented. They are built for service and every dollar of the purchase price at our figure has been put into the material and construction of them.

WE WARRANT EVERY RANGE, and we defy another to be produced that will beat them.

WE ARE STILL IN THE OLD STAND

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