## HARRIMAN SYSTEM WILL RUSH WORK

Three Millon Dollars More Is Set Aside for Extensions in Oregon.

COMPETITION IS FEARED

Approach of Gould Line From the East Causes Harriman System to Tighten Grip on Territory in This State.

That the building of the Harriman roads in this state already mapped out is to be pushed is indicated by advices from San Francisco, which state that the Union Pacific magnate and his associates have set aside an additional \$3,000,000 to pay pre-liminary expenses for railroad extensions In Oregon. At least two of these are expected to penetrate the northern part of

This latest appropriation makes a total the Harriman system in this state within the past two years. Most of the exten-sions now on foot, it is said, will connect with the Shasta route as feeders, and will open up a lot of new jobbing territory for the merchants of Portland and San Francisco. This new construction, together with what is now building, will aggregate

about 1100 miles of new branches, at a bonded cost of over \$44,000,000. The president activity of the Harriman interests in Southern Oregon is marked. This is believed to be largely occasioned by the approach of the Western Pacific, the Gould road, across Nevada and the likelihood of its striking north into Cen-tral Oregon. It is understood that premiums are being pald men to go from San Francisco to work on the construction of the California Northeastern, recently purchased, which is now being built from Weed, on the Shasta line, to Klamath Falls. The haste in constructing this line evidences the desire of the Harriman offi-clais to hold Central Oregon for themselves, and to accomplish this they are hurrying to build the promised lines into a country they have long neglected.

That they are acting none too soon in this direction, is evidenced by the repeated rumors of the approach of Gould into this state. Since the approachement of the ex-tension of the Corvallis & Eastern, raliroad men have predicted that this means the invasion of Orogon by the Western Pacific and signs that this is contemplated

are on the increase.
At present there are a number of Gould agents in Portland, ostensibly here for pleasure. W. J. Shotwell, vice-president of the Western Pacific, is here, and as on a visit here a few weeks ago, strives to prevent the knowledge of his being in the city from becoming public. J. H. Mo-Clement, a Wall-street banker and strong ally of George Gould in financing his rali-road projects, is in Portland, coming in a private car of the Gould system. In Portland also, and stopping at the same hotel as the agents of the Gould interests, is as the agents of the Gould Interests, is A. B. Hammond, who recently announced the building of his C. & E. road across Central Oregon. Associated with Mr. Hammond in the ownership of his two Oregon roads are men closely allied with

The presence of these men in the city may be a mere coincidence, but it is believed to mean that Mr. Harriman will from this time on have as aggressive a rival to fight on the south in Mr. Gould as he already has on his hands on the north in Mr. Hill.

By the construction of the California ortheastern, the Southern Pacific will be enabled to cut out the present grades across the Sisklyous that make the jour-ney to California a delight to travelers because of the scenic offerings, but which also render the operation of trains cost-ly, difficult and uncertain. With the completion of the road from Weed to Klamath Falla, a distance of 90 miles, and the construction, already begun, of the Oregon Eastern branch from Natron south 152 miles to meet it, the Southern Pacific will have a new line 242 miles long, which will avoid the dangerous and tortuous windings of the Siskiyou passes and which will at the same time shorten the distance to San Francisco 50 miles

The new route leaves the present line at a point just north of Mount Shasta and after a turn to the east pushes north into the valley of the Klamath River and lakes, and running along the east crosses into the of the Cascades, of the middle fork of the Willamette, giving an easy grade to Port-lamette, giving an easy grade to Port-on Sixth street. This is only a tion of the move westward by marks the entrance of the Southern Pa-road agents that may be exp clife into that part of Oregon east of the any time. be expected to follow the development of the country by Irrigation.

WILL MOVE TO SIXTH STREET

### Tendency of Railroad Row Toward Popular Thoroughfare.

It is conceded by local officials that it is only a question of months when Railroad Row will be moved from Third street to Sixth street. Just as in other move further up town is assured Just when the removal of the rail-road offices from Third street, which has come to be called Railroad Row,

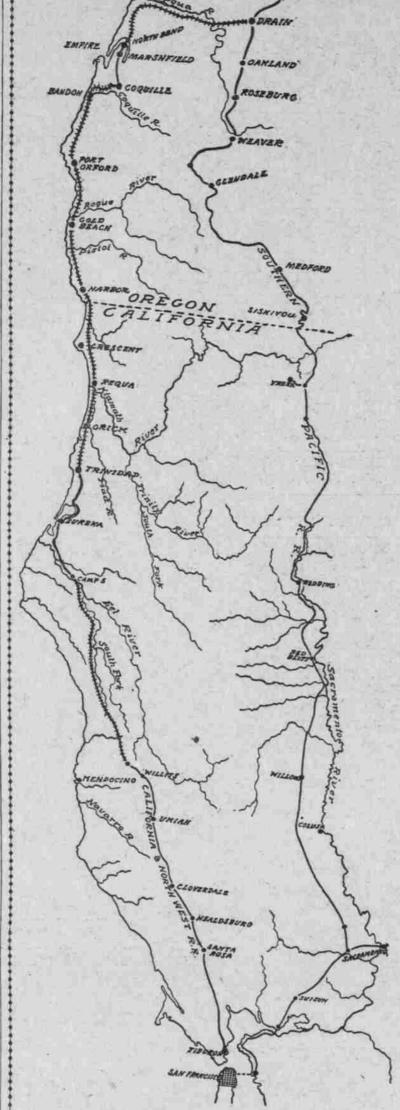
will be accomplished is not known Agents of the railroads maintaining offices in Portland admit, however, that It is only a matter of time. Whether I will be realized next year or not until the year after is now a matter of con-

The move of the railroaders to new quarters up town is merely following the trend of business, which for the past few years has been constantly moving back from the river. As soon as any street attains a prominence as a better business street than others the railroad offices flock there in order be in the center of the business dis-

The removal of the general offices of the Harriman lines to the new Wells-Fargo building, which will occur when the new skyscraper is completed early next Winter, marks the departure of next Winter, marks the departure of the first of the railroaders from Third street. The Northern Pacific general of-floes are expected to follow within a short time and the stampede of the agents for the other roads will not be long delayed after the removal of the

Sixth street offers a good location for railroad offices, as it is coming to be the home of the city's skyscrapers. From the district chosen for tail buildings, it is a short distance to the depot, and in fact Sixth street is coming to be the heart of the business section. As it is near the hotels, the postoffice and the retail district, Sixth street is becoming the promenade of travelers, and it is this class of people that railroad-

ers seek to interest.
The Northern Pacific express office,



MAP OF THE PROPOSED COAST LINE OF THE HARRIMAN SYSTEM

Announcements this week by the Southern Pacific that a new coast hastened by the fear of Gould activity in the territory to be traversed by the proposed road. From Coos Bay, the line will follow near the coast for the whole distance to the Bay City. It will open up a large country that is now isolated, and is calculated to add largely to the business of Portland and San Francisco jobbers by making new territory tributary to the two cities and settling up a now sparsely peopled district

atreets to make room for a cigar store and the new quarters selected is a place on Sixth street. This is only an Indica-

### HONOR MEMORY OF BARRY

Order of Hibernians Pay Tribute to the Dead Patriot.

The Portland branch of the Ancient Order of Hibernians held commemorative exercises at their hall, Second and Stark streets, last evening in honor of the 193d anniversary of the death of Commodore John Barry, who died at Philadelphia on September 13, 1893. Rev. E. P. O'Hara delivered the ora-

Rev. E. P. O'Hara delivered the oration of the evening, in which he culogized Commodore Barry. In the most
glowing terms. Father O'Hara compared
the services rendered America by Barry
to those of John Paul Jones, and dwelt
especially on the work of the Irish patriot in assisting in the construction of
the first navy of this country, and of
which he was given command. Congress
recently appropriated \$50,000 for the purpose of erecting a suitable monument to
the memory of Commodore Barry.

E. H. Deery followed Father O'Hara
with a talk on the work the order is et. H. Deery followed rather of hate with a talk on the work the order is performing in commemorating the memory of American heroes of Irish origin as well as the patriots of their native land.

### METHODISTS TO CONVENE

Conference at Sunnyside Will Be Largely Attended.

The Oregon State Methodist Conference will meet at Sunnyside Church Septem-ber 25 and preparations are being made by local Methodists to entertain 100 visitby local Methodists to entertain 100 visit-ing ministers and at least that many laymen. Bishop Henry W. Warren, of Denver. Colo., will preside, and many fine speakers are expected to be present. Dr. T. L. Ford, of the Sunnyside Church, and many other local Methodist pastors are busily engaged in making arrange-ments for one of the most successful conferences ever held in Oregon and all details will be carefully arranged in ad-vance.

while not a railroad office, has hereto-fore been a prominent place on Rail-road Row. Lately it was displaced from Methodist conferences there are always via Sait Lake City.

its corner on Third and Washington | large audiences, and it is anticipated that the new quarters selected is a place its to make room for a cigar store the new quarters selected is a place ixth street. This is only an indicatof the move westward by the railagents that may be expected at time.

The attendance will be unuswally large this year. Ministers from Western and Southeastern Oregon are expected and the attendance of laymen from all sections is expected to be larger than at any previous conference held in Oregon, Fine music will be provided for the occasion.

Whether or not there will be any Whether or not there will be any changes made in the Portland pulpits is still a matter of conjecture, but it is hardly probable that there will be transfers in any of the prominent churches. fers in any of the prominent churches. The board of directors of the Sunnyside Church meets next Monday evening to form their letter to the conference ex-pressing their desires in regard to the pastor for the coming two years, and the other Methodist churches of the city will hold their board meetings next week for the same purpose.

### PROPOSES A NOVEL LAW

President of Undertakers Would Enforce Payment of Fees.

President W. T. Macy, of the Oregon Funeral Directors' Association, delivered an interesting address at yesterday morning's convention. He proposed that a law be enacted by the Legislature prohibiting widowers from a second marriage if the funeral expenses of their first wife are not settled. He also invited clergymen to meet the association during one of its meetings and offer suggestions. President meetings and offer suggestions. President Macy mentioned that the ministers make their prayers and sermons too long at graves and thus cause great annoyance to hackdrivers and the relatives. Finally he insisted that the profession's ethics should be improved and that undertakers should not practice buying or offering should not practice buying or offering inducements for patronage.

In the afternoon Professor H. S. Eckles, of Philadelphia, continued his fecture on embaiming, and in the evening the delegates visited The Oaks, with their families.

State Laundrymen to Meet.

The sixth annual meeting of the Oregon laymen. Bishop Henry W. Warren, of Denver, Colo., will preside, and many fine speakers are expected to be present. Dr. T. L. Ford, of the Sunnyside Church, and many other local Methodist pastors are busily engaged in making arrangements for one of the most successful details will be carefully arranged in advance.

An immense canvas tabernacie will be erected on the lot adjoining the Sunnyside Church, with a seating capacity of 2500. At the public meetings of the Sunnyside Church, with a seating capacity of 2500. At the public meetings of the one sixth annual meeting of the Oregon and Washington Inter-State Laundryman and Washington

# THREATEN STRIKE

Declare They Will Walk Out Saturday Unless Their Demands Are Granted.

WOULD TIE UP BUSINESS

Ultimatum to Employers Contain Demand for Higher Pay and Other Concessions Which Latter Will Reject.

Three hundred or more union teamster will walk out on a strike Saturday night at 6 o'clock unless the members of the Draymen's Association grant them an increase in wages, which they have virtually agreed not to do. Nearly all of the teamsters in Portland belong to the union and if they walk out the wholesale business of Portland will practically be brought to a standstill. An effort will be made to arrange for a meeting of a committee from the International of a committee from the International Brotherhood of Teamsters, local No. 162, with a like committee from the associa-tion to see if an understanding cannot be reached, but the draymen say that the prospects for a peaceful settlement are far from bright.

The draymen declare that they are not The draymen declare that they are not in a position to raise the wages of the teamsters unless they advance their hauling prices. They say that if the wholesalers and merchants are not willing to allow the hauling scale to be advanced, the only thing they can do is to let the strike proceed. Under existing conditions they declare that it is utterly impossible for them to grant the men an advance in wages. The Draymen's Association has made no move to increase its hauling scale and has taken increase its hauling scale and has taker no action along this line whatever.

What the Teamsters Demand.

The teamsters demand that their wage be advanced from not less than \$2.50 to not less than \$2.75 a day, 10 hours to constitute a day. They demand time and a half for Sunday and legal holiday work and 30 cents per hour for overtime. They ask that the draymen agree to give union men preference when employing help, provided they are available. Truck, dray and furnituse drivers and luminous drivers. dray and furniture drivers and lumpers would receive not less than \$2.75 under the new scale, which also provides that the drivers of light delivery wagons be paid not less than \$50 per mouth. Some of the teamsters and lumpers

who assist the drivers in loading and un-loading the wagons and drays receive \$2.75 a day as it now stands, but most of them are paid only \$2.50. The scale now in effect provides a minimum wage of \$2.50.

The teamsters have delivered an ultimatum to the Draymen's Association to the effect that a strike will be called unless the new scale is accepted not later than 1 o'clock Saturday. The communication recites that the men are determined to stand by, their demands for increase according to schedule and that fallure to comply with the request will be followed by a general strike.

The members of the Draymen's Association met last night and a communication was addressed to the union saking

cation was addressed to the union asking that a conference be set for Friday night. It is believed that the teamsters will without hesitancy agree to a meeting and on such an event will rest the de-termination of whether there is to be a

Teamsters Insist on Demands.

Last month the teamsters held a meeting and requested that the draymen agree to a new schedule. Upon recelving the request, or demand, the draymen held a meeting and sent back word that they could not see their way clear to grant the request. September II the teamsters held another meeting and decided to go out on a strike unless the draymen come to terms. draymen came to terms. John W. Long, business agent of the union, is represent-ing the teamsters. "We do not know the strength of the

union other than most of the men belong to it," said one of the draymen last night. 'Whether they would all go out on a strike is a point that is undeter-mined. The men who receive \$2.75 would probably remain with us. If a strike should result the business of Portland would be practically tied up until we could get new men. This would take some time, as the labor market is far from being overcrowded. And I do not see how we could advance the wages of the men as conditions now exist."

The members of the Draymen's Union are: Oregon Transfer Company, Holman

are: Oregon Transfer Company, Holman Transfer Company, Oregon Auto-Dis-patch Company and Wakeman & Morse Transfer Company (consolidated), Pacific Northwestern Company, C. M. Oisen, Post Special Delivery Company, Package Delivery Company, Driscoll & Gray, Portland Delivery Company, East Side Transfer Company, Portland Van & Trucking Company and the City Transfer & Delivery Company & Delivery Company.

## PLANS CENTRAL STATION

STREET-CAR COMPANY NEGOTI-ATING FOR PROPERTY.

May Build Depot at Second and Alder and Dispatch All Cars From That Point.

It is understood that plans are being matured by officials of the Portland Railway, Light & Power Company for Railway, Light & Power Company for the establishment of a central passenger station on the corner of Second and Aider streets, where all trolley cars in the city will stop to discharge and re-ceive passengers. It is reported that the old Chinese theater building on the Northwest corner of Second and Aider Northwest corner of Second and Alder has been sold to the big electric merger and it is said efforts are being made to secure other property in that vicinity. Officials of the company will not confirm these reports, but at the same time they do not deny them.

It is understood that plans have been reported the company of the company of the confirmation of the conf

under discussion for some time for the construction of a central station where all the different lines about the city will converge at a common point. Before the consolidation of all the trolley roads in Portland this was out of the question. Now that all the lines are directed by

the same holding company, this adjust-ment of affairs is looked for. At present there are many starting points for the different lines. The Oregon Water Power cars start at First and Alder, the Morrison bridge cars leave from Third and Yamhill, the Steel bridge cars have from Second and Alder, while the Washington-street cars and their trips at First and Washington. The Burnside bridge cars leave from Second

the advantage of the railroad company to have a station at some point easily reached by all lines, where a suitable waiting-room could be provided. The public would also appreciate this accommodation, as it is decidedly uncomfortable to wait for a car on the street corner during rainy weather.

The station at Second and Alder seems the most feasible solution, and steps have already been taken to lay tracks so that all cars of the city system can reach. Second and Alder streets. This has been partially accomplished by the construction of the loop down Alder street from Third and up Second to Washington. Plans have also been mapped out for a loop on Madison street to Second street and down Second to Alder, which would give all O. W. P. cars access to the proposed station. With another track on Second street south from Alder all the cars on the city lines could easily be cars on the city lines could easily be routed past the corner of Second and Alder.

The difficulty of securing a number of The difficulty of securing a number of waiting-rooms where passengers will be sheltered from the rain in many different parts of the city where cars on the city lines now have starting points is the principal reason for the move of the railway company to establish one station that will answer all purposes. As soon as the company shall have secured the property needed for the change it is expected that the central passenger stapected that the central passenger sta-tion for all trolley cars in the city will become a reality.

WATER BOARD HAS HAD FILL OF INCOMPETENTS.

Mayor Lane Creates Commotion by Declaring That Men Installed Meters at Heavy Loss.

Harry Bailey, brother of Captain Bailey of the Portland police department, will be employed by the water department in the capacity of an expert fitter to super-niend the installation of meters. At a seeting of the water board held yesterday a resolution was passed authorizing his employment. It is not believed that he can be secured for less than \$5 a

Mayor Lane created something of a commotion by declaring at the meeting that the meters were being installed by neompetents and on nearly every one from 50 cents to \$1 or even more was wasted. He said the workmanship of the men who did the installation was not only poor but that they inserted el-leows and joints and made other needless and expensive alterations in the

chased by the board, but of this lot but 25 have been placed into position. The attention of Mayor Lane was called to the alleged bad work and he made an investigation. On the strength of what he saw he made his charges of yesterday, so that the satisfactory installa-tion of the remaining 200 meters could be insured. C. G. Murphy is in charge of the meter gang which is doing the

A delegation of Council Crest pro A delegation of Council Crest proper-ty-owners appeared before the board to ascertain what could be done in the way of obtaining a water supply for Council Crest. They offered to put up a bond to cover the interest of six per cent on the money invested in a pumping plant, so that the city would be protected if it proved unprofitable. They were asked to put their demands in writing and no action was taken. action was taken

The board is willing to operate a nump-ing station and system on Council Crest provided they are installed by the property-owners. Then when the system has crty-owners. Then when the system has reached a paying basis it would be purchased by the city. To install a pumping plant and stand-pipe on Council Crest would cost something like \$15,000. Nearly 400 feet of the Crest is above the water level. Those who appeared before the board yesterday were C. M. Keep, Robert

The Zimmerman-Wells-Brown Company Its bid was the lowest of four

### CAREER OF M. S. GRISWOLD

Legislator, Reader, Student and Contributor to Press Is Dead.

PORTLAND, Sept. 9.—(To the Editor.)—Mr. Miles Standish Griswold, who died in Good Samaritan Hospital last Friday, was born in Wethersfield, Conn., August 21, 1821.—He was of English an-cestry and descended from Puritan stock. He removed to New York State in his twelfth year and acquired an academic education and taught school for a time, and meanwhile read law, but it is not known that he was ever admitted to the

Horn and engaged in mining, and a year later he came to Oregon, but did not re-main long, as he returned to his Eastern home. In 1859 he came West again via the Isthmus of Panama and remained at Portland a little while. He soon decided to locate in Oysterville, Pacific County, Wash, and there engaged in the oyster and stock business, and remained in it for more than 30 years. He was married in 1872 to Miss Jennie F. Reeve, who died a few years ago at Oysterville withdied years ago at Oysterville withdied a few years ago at Oysterville withdied years ago at O

THE PORTLAND, OR.



FOR TOURISTS AND Special rates made to families and single gentlemen. The management will be picased at all times to show prices. A modern Turkish bath establishment in the hotel. H. C. BOWERS,

### HOTEL OREGON

CORNER SEVENTH AND STARK STREETS.

Portland's New and Modern Hotel. Rates \$1 per Day and Up. European Plan. Free Bus. WRIGHT-DICKINSON HOTEL CO., Props.

### HOTEL PERKINS

Fifth and Washington Streets., PORTLAND, OREGON

**EUROPEAN PLAN** 

First-Class Check Restaura Connected With Hotel.

J. F. DAVIES, President

St. Charles Hotel

CO. (INCORPORATED) Front and Morrison Streets, PORTLAND, OR,

**EUROPEAN PLAN** ROOMS 50c TO \$1.50 FIRST-CLASS RESTAURANT IN CONNECTION

of 1861-62, and was a credit to his county and to himself. In polities he was a stalwart Republican, although strongly independent. He was a man of strictest WEATHER FORECAST. integrity and was chosen to a number of responsible positions in his county dur-ing his long residence there, among them that of Probate Judge. In religious con-

victions he was essentially a Congrega-tionalist, although he never publicly be-came a member of that church. He was a great reader of the world's best literature, considerable of a student, a frequent contributor to the public press and was the author of an occasional pamphlet upon subjects which he was deeply interested in, particularly upon matters pertaining to the doctrine of evolution and to the best methods of education. While he had a number of marked eccentricities, he had a strong individuality, was a genial, generous-hearted man, and his memory will be respected by all who knew him intimately. GEORGE H. HIMES

FIVE AND NO MORE.

There are only five planes in America that are as good as the Kimball. They are the time-honored Chickering, of Boston; the famous Weber, of New York; that metropolitan aristocrat and favorite,

the Hazelton, and—well, just name the other two for yourself. The Kimball as well as over 30 other worthy American makes are sold only by Ellers Piano House, 253-255 Washington

DAILY METEOROLOGICAL REPORT.

PORTLAND, Sept. 12-Maximum tempera ture, 60 des.; minimum, 51. River reading at 8 A. M., 1.8 feet; change in past 24 hours, rice 0.1 of a foot. Total precipitation, 5 P. M. to 5 P. M., 0.70-inch; total since September 1, 1998, 0.86-inch; normal, 0.49-inch; excess, 0.87inch. Total sunshine, September 11, 1904, 6 hours and 38 minutes; possible, 12 hours and 47 minutes. Barometer reading (reduced to sea-level) at 5 P. M., 29.84.

PACIFIC COAST WEATHER.

STATION.	Maximum temp	Precipitation past 12 hours.	& Velocity	Direction.	Wearber
Baker City Hismarok Bolae Eureka Heisna Kamloops, B. C. North Head. Posatollo Pertland Red Bluff Rossburg Sacramento Salt Lake City Ean Francisco Epokane Seattle Tatoosh Island Walla Walla Walla Walla	666 666 666 666 666 666 666 666 666 66	0.22 0.16 0.16 0.08 T. 0.10 0.46 0.20 0.20 0.20 0.20 0.24 0.22 0.22 0.23 0.24	4 6 4 6	SW SW SEE W SEE SEE SW	Cloudy Cloudy Cloudy Cloudy Rain Rain Cloudy

WEATHER CONDITIONS. A sudden storm made its appearance off the Washington coast early Wednesday morning and storm warnings were ordered disclayed at all seasonts in this district at 7 A. M. A maximum wind velocity of 84 miles from the

rain area.
The indications are for showers in this district Thursday.
WEATHER FORECASTS.
Portland and vicinity—Showers; southwesterly winds.
Western Oregon and Western Washington—Showers, with moderately high southwesterly winds, along the account. EDWARD A. BEALS, District Forecaster,

AUCTION SALES TODAY.

At Gilman's, 418 Washington street, 10 o'clock A. M. S. L. N. Gilman, Auctioneer.
At Baker's Auction House, corner Alder and Park streets. Furniture, carpets, etc. Sals at 10 o'clock. Baker & Son, Auctioneers. BORN.

ZEIGLER—September 12, 1908, to the wife of William Zelgler, a prominent farmer of near Thatcher, a son weighing ten points the parents of whom are the best-pleased couple in the world that it is a box, Dr. C. L. Large attending.

GREIG-In this city, September 13, 1906, Ann Greig, aged 85 years. BURNETT—In this city, September 11, 1206, Russell M. Burnett, aged 45 years, Funeral announcement latter.

CLARK—At Payne, Clackemas County, Or., September 12, 1908, John R. Clark, aged 58 years, 8 months and 17 days. FUNERAL NOTICES.

KAMM—In this city, September 11, 1906, at the family residence. 215 14th st., Charles Tilton Kamm, aged 45 years, 8 months and 11 days. Friends are respectfully in-vited to attend the funeral services, which will be held at the above residence at 10:30 A. M. Thursday, September 13. In-terment, Riverview Cometery. Services at the grave private.

LE ROY—At her late residence, 684 East Twelfth etreet, September 11, 1908, Adaline Le Roy, aged 64 years, 10 months and 11 days. Funeral will take place Thursday, September 11, at 250 P. M., from F. S. Dunning's chapel, corner of East Alder and East Sixth streets. Friends invited.

East Sixin streets. Friends invited.

REHL-In this city. September 11, 1906, Lucy Daugherty, infant daughter of Henry and Lucy Kell, aged 1 year, a months and 26 days. Friends and acquaintances are respectfully invited to attend the funeral services, which will be held at St. Lawrence Church corner 5d and Sherman sts., at 2:80 P. M. today (Thursday). Interment St. Marry's commetery.

MORRISON—In this city, September 11, 1906, at the family residence, 575 East Morrison at, John Gardner Morrison, asged 24 years, 2 months and 1 day. Friends are respectfully invited to attend the funeral services, which will be held at the above residence at 2 P. M. today (Thursday), September 15, Interment Riverview cemetery.

DUNNING, M'ENTEE & GILBAUGH, Successors to Dunning & Camplon, undertakers and embalmers; modern in every detail; 7th and Pine. Phone Main 430. Lady assistant.

EDWARD HOLMAN, Co., Puneral Director, 20 Sd st. Lady assistant. Phone M. 507. J. P. FINLEY & SON, Funeral Directors, No. 201 3d st., cor. Madison, Phone Main 9.

F. S. DUNNING, Undertaker, 414 East Alder, Lady assistant. Phone East 52, ZELLER-BYRNES CO., Undertakers, Em-balmers, 273 Russell, East 1988, Lady ass't

Mr. Griswold represented Pacific Coun- as far as Red Bluff, Cal. There has been a st. Lady assistant. Phone Main 6132.

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Whether you get a deliciously wholesome, genuinely pure, cane sugar syrup that you can DEPEND upon year-in and year-out.

In the process of refining we bring out all the delicacy of flavor-that smooth palate-enticing taste found only in the sun-kissed West India cane sugar. That is what makes

# Towle's Log Cabin Pen-o-che Syrup

the one rarely good table syrup on the American market. Children will love it and grown-ups who have once tried it will never be without it.

but is placed on the market to substitute. "Penoche Secrets," the book of new candy and deasert recipes, sent free

If you find an Imitation of Log Cabin Pen-o-che it is not the best,

The Towle Maple Syrup Co., St. Paul, Minn. Makers of the celebrated Log Cabin Maple Syrup and the famous Log Cabin Molasses

