

OLYMPIANS GAY OVER ITS NEW LINE

Addison Bennett Describes O.-W. R. & N. Celebration by Northwest Visitors.

NEW ERA THOUGHT AT HAND

Short Talks Are Welcomed by Festive Throng That Defies Cold to Hear All—Wit and Grave Problems Occupy Speakers.

BY ADDISON BENNETT. The new cut-off from the main line of the O.-W. R. & N. Railroad, which consists of a line between seven and eight miles in length, leaving the main line of the Portland and Seattle branch of that road at Chambers Junction and running to the new terminal in the heart of Olympia, was opened formally on Friday.

This was an event of great moment to the capital city of Washington, and the people of that splendid little municipality turned out in full force to do the occasion practically all of the leading citizens, including the Mayor and the Governor, being at the new station when the visitors arrived and remaining until the ceremonies were concluded.

There were a great many visitors present, Portland, Seattle, Tacoma, Aberdeen, Hoquiam, Raymond, South Bend, Chehalis, Centralia, Sumner, Puyallup and nearly all cities of Western Washington sending large delegations. The Portland party left the Union Depot at 8:30 Friday morning and arrived in Olympia at 12:30, on schedule time to the minute.

Many in Portland Party.

The following persons comprised the party: R. M. Irvine, of Felschner, Mayer & Co.; J. P. Rasmussen, of Rasmussen & Co.; Frank L. Pace, of M. L. Kline & Co.; E. C. Ward, of Marshall Wells Hardware Company; E. L. Neustadter, of Neustadter Bros.; Carl Schallinger, of the Hasselwood Company; A. S. Moody, of General Electric Company; A. C. Reese, of Evening Telegram, and Mrs. Reese; C. T. Hogue, of the Journal; J. W. Brewer, of the Portland Chamber of Commerce; and Addison Bennett, of the Oregonian.

That is the list of the "civilians," but on the train were also the following railroad men: F. W. Robinson, general manager; H. E. Lounsbury, general freight agent; William McMurray, general passenger agent; James Copeland, freight claim agent; C. H. Dexter, general agent, Portland; B. Phillips, chief engineer's office; G. W. Saul, purchasing agent; L. S. Smith, assistant agricultural agent; P. Lewis, assistant of dining-cars; A. C. Spencer, general attorney, and A. C. Martin, assistant general passenger agent.

In addition to the members of the railroad company, President J. D. Farrell was in Olympia in his private car and remained until the guests had been received, but had to leave then on urgent business.

Visitors Entertained at Lunch.

Upon our arrival at Olympia we were, without undue delay or impeding ceremonies, ushered upstairs in the new terminal building, where a most excellent lunch was being served by a dozen or more of Olympia's fine young women. Of course this lunch was free to all who cared to partake, and it was estimated that about 3000 "cared" sufficiently, anyhow, to get a fine cup of coffee, a sandwich and a plate of shrimp salad.

At the conclusion of the lunch—and you can take the word conclusion in a double sense—the crowd followed up the stairs of the new building, where a hoarse bragging about the antics of the thermometer and the persistence of the snowball material in "staying put."

Thomas M. Vance Presides.

The meeting was presided over by Thomas M. Vance, of Seattle, who considered, yes, he is more than that; he fairly scintillates and bubbles over with wit and aphorism. He called upon Mayor George A. Mearns for an address of welcome, saying in his introductory words that "he is the man who has turned what was a mudhole a few years ago into a beautiful city." The Mayor was happy in extending words of welcome to the visitors, and he was listened to attentively, and loudly applauded at the close of his brief remarks.

Governor Ernest Lister was the next speaker, and he was most happy in referring to the "splendid development of the State of Washington." I am sorry I cannot give a brief synopsis of just the speeches of the Mayor and the Governor, but I can say that it was hardly fair to the many other speakers; and, besides, it would take more space than has been allotted to me. The Governor was followed by Mr. M. Wilson, his subject being "Olympia: Its Industries and Resources."

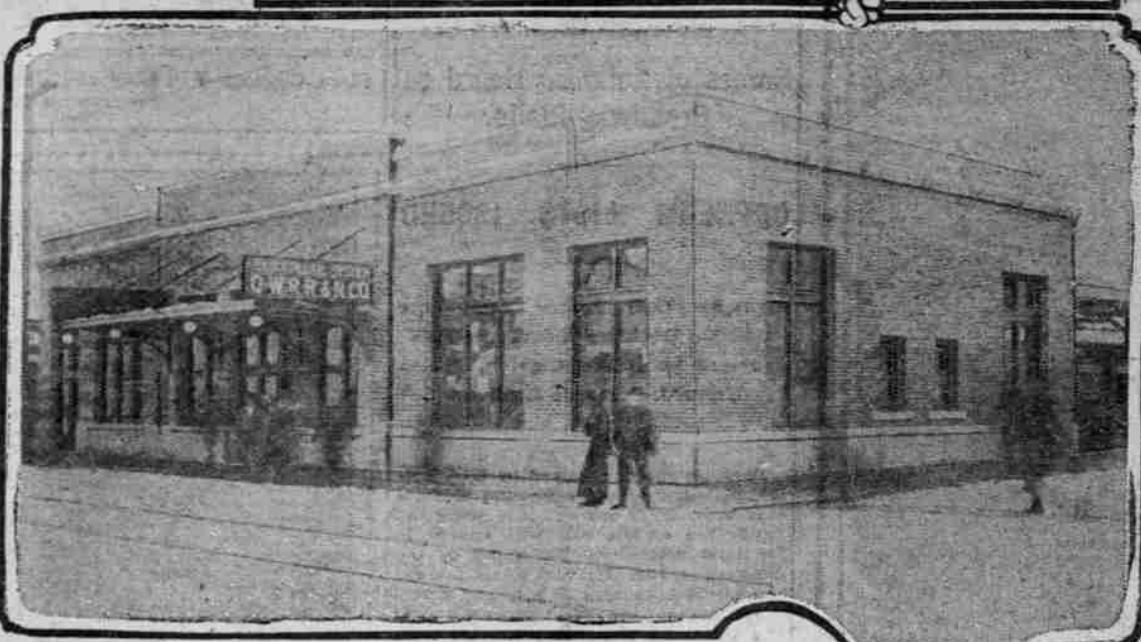
After this the chairman got busy and called upon practically everybody whom he thought could entertain or enlighten the vast audience. And by the way, nineteen-twentieths of the people were standing, and more than half were women. For almost two hours they patiently stood, scarcely one of them leaving until the conclusion. Even then they left reluctantly.

Many Others Make Addresses.

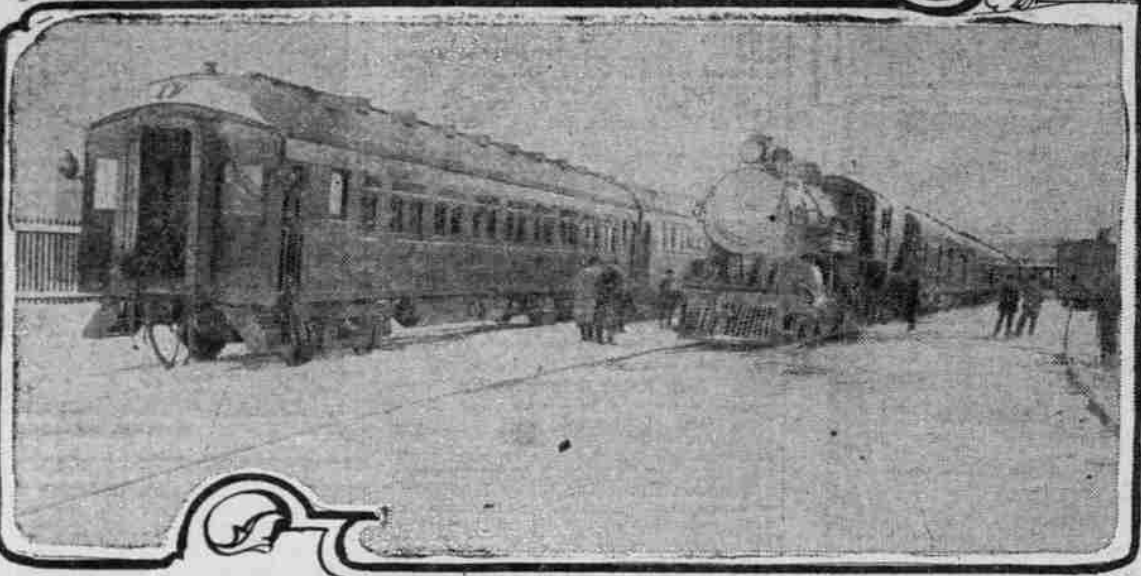
As to the other speakers I will simply give a list of their names and say that every one of them had something of interest to say; and that they were without boring or in any way trying the patience of his auditors. Here is the list: F. W. Robinson, general traffic manager O.-W. R. & N.; S. C. Spencer, general counsel O.-W. R. & N.; Frank C. Owings, attorney for O.-W. R. & N.; Olympia; H. A. Chadwick, editor of the Argonaut; Seattle; Irving M. Felschner, Mayer & Co., Portland; D. D. Osburn, the Mark Twain of Puyallup; Senator White, of Sumner; Judge George T. Reed, of the Northern Pacific lines, Tacoma, and The Oregonian scribe would have talked if the audience had wanted to listen.

On one of the tracks in the train sheds at Olympia stood, when our train arrived, a "sample" train, one of those that will run between Portland, Olympia, Tacoma and Seattle. It consisted of a combination baggage and dynamo car, two day coaches, a combination dining, parlor and observation car and a brand-new Atlantic type engine. This monster passenger propeller, with its 82-inch drivers, 2625 cylinders, its great steam capacity, its 168,000 horsepower, is in itself respects like the product in various parts of the country.

O.-W. R. & N. DEPOT AT OLYMPIA AND TRAINS AT FORMAL OPENING OF LINE.



NEW O.-W. R. & N. Terminal Station in Heart of Olympia



Sample Train on Right, Being Inspected by The Olympians and Their Visitors

engines being installed on the better roads of the country.

All Coaches of Steel.

All of the coaches were of steel and as well finished and in all ways equipped as the coaches on any of our better class of roads, east or west. A platform was built up by the side of the baggage car door, with steps leading up to it. Up those steps and through the door and thence back through the train poured a steady stream of visitors from early in the forenoon until our special departed at 5:20 P. M. The special consisted of the coaches and engine described, with General Traffic Manager Robinson's private car attached, the visitors had to cease calling at the time mentioned.

Too much praise cannot be given the O.-W. R. & N. people for the way they have prepared depot accommodations for the Olympia people right in the heart of the city. The property purchased must have cost a lot of money, for it comprises a large area.

Then they have erected a depot building with freight, baggage and passenger accommodations far beyond the present needs. All of the structures are of reinforced concrete and are so constructed that years from now, when Olympia becomes a metropolis, additional buildings can be placed upon them.

Olympia Formerly Neglected.

One can scarcely blame the Olympia citizens for being proud and joyful. The railroads have never been over-kind to that little city. It has been a sort of flag station, though a terminal. Its depots heretofore have compared favorably only with the country box-car stations, past which the trains speed unheeding. Now there is a depot with a waiting-room large enough to hold 1000 people, provided they are packed in as they were on opening day.

But it seems to me the greatest joy should come to the Olympians because the railroad has shown that its officials have faith in that city. They did not think it worth the while to give a bonus, they did not ask for any financial assistance whatever or for any gifts of property.

Dr. P. H. Carlson Is Missed.

At the meeting Friday there was one absentee; one man who above all others should have been there was too modest to attend. He can stand all sorts of public tributes and is good to his home town; when people undertake to praise him for his own sake or his own works he balks, looks to the Olympians and hides out. So did Dr. Philip H. Carlson Friday. And yet above all other men in the state of Washington he ought to have been present, for it is due to his labors that there was an "opening day." He was told by more than one how he has labored almost unceasingly for almost a quarter of a century for the betterment of Olympia's transportation facilities, much of the time through very discouraging conditions. Sometimes he has seemed near the goal, then with a sickening thud he would see his plans fall as falls a house of cards.

But he never gave up—was up and at it again. To the Northern Pacific, the Great Northern, the Milwaukee, the O.-W. R. & N. he went and kept hammering away trying to show that Olympia was worth while and would give large returns for adequate rail facilities. Finally his labors were rewarded by the O.-W. R. & N. and the doctor's dreams are coming true.

Convicts to Be Examined.

SALEM, Or., Jan. 15.—(Special.)—Physical examination of all prisoners committed heretofore to the Penitentiary will be made on the entrance to the institution, Jan. 15, announced today. By ascertaining the physical condition of all prisoners it is believed that in many cases the cause of delinquency may be found and measures taken to effect a cure.

2000 Day-Old Chicks Sold.

ROSEBURG, Or., Jan. 15.—(Special.)—G. W. Burt, a local poultryman, has received an order for 2000 day-old barred Rock chickens from a firm in Washington. Mr. Burt has been engaged in the poultry business here for a number of years and has sold his product in various parts of the country.

GILLIES' TRIAL MONDAY

WASHINGTON INSURANCE LOOTING CASE TO BE HARD-FOUGHT.

Former Claim Agent Faces Charges of Falsifying Records, Forgery and Grand Larceny.

OLYMPIA, Wash., Jan. 15.—(Special.)—What promises to be one of the hardest fought cases in the state begins Monday morning before Judge J. R. Mitchell, of the Thurston County Superior Court, in the trial of J. P. Gillies, former claim agent of the Industrial Insurance Commission. He is charged with falsifying of public records, forgery and grand larceny in connection with the recent looting of the Industrial Insurance fund, to the estimated extent of \$18,000.

Frank W. Stone's trial on the charges of forgery and grand larceny in the same connection is set for January 24 and Eugene W. Kearns, jointly charged with grand larceny on the alleged cashing of fraudulent compensation warrants, is last on the list.

The trial of particular interest throughout the state on account of the general election campaign now opening up, when it is expected that the Industrial Insurance scandal will be made the main issue in the gubernatorial fight.

Strahorn Railroad Work Aided.

KLAMATH FALLS, Or., Jan. 15.—(Special.)—The Chewaucan Press, published Tuesday at Paisley, Or., in the

EARLY RESIDENT OF NEHALEM PASSES AWAY AT AGE OF 88.

The late Mrs. Mary Larsen, of Nehalem, a pioneer of the valley, died at her home at the age of 88 years. She had been a resident of Nehalem for 25 years. She leaves five sons and two daughters, all residing in the Nehalem Valley, with the exception of Chris Larsen, of Astoria, and Hans Larsen, of Seaside.

SHIPPERS' PLEA REFUSED

McAdoo Insists Manifests Must Contain Full Details.

BERDEN TO DO NAVAL RECRUITING.

ABERDEEN, Wash., Jan. 15.—(Special.)—A Navy recruiting station will be established here during this month by Lieutenant J. H. Blackburn, command of United States Reserve District of Portland, according to an announcement made by that office yesterday. With the Aberdeen Chamber of Commerce on record as favoring preparedness, with a naval militia and a National Guard company here and the naval recruiting station established, Aberdeen will be a real military town.

Cashmere Council Reorganized.

CASHMERE, Wash., Jan. 15.—(Special.)—The City Council met Wednesday night and the newly elected Councilmen, P. Abell, C. Rehmel and Jack Day, and Mayor W. W. Jones took the oath of office. Officials were appointed as follows: O. K. Carter, superintendent of works and lights; A. J. Thompson, Police Judge; C. A. Phillips, Clerk; W. S. McGinnis, Marshal.

CRESWELL PIONEER DEAD

Well-Known News Agent Passes at Age of 72.

COTTAGE GROVE, Or., Jan. 15.—(Special.)—Tom Martin, of Creswell, a pioneer of 1853, the first printer's devil in the old Portland News, established in 1857, and for years the oldest newspaper in Oregon, who died at a Springfield hospital Sunday, was for nearly a quarter of a century an employe of the Southern Pacific at Creswell. When no longer capable of physical labor he became one of the best known characters of the city.

Mr. Martin was born in Rock County, N. Y., 72 years ago. In 1852 he left Wisconsin with two yoke of oxen and a yoke of cows and arrived in Portland in November of that year. He was married in 1872 to Susan Rogers, who survives. Of six children, none survive. There are a grandson, a sister and a brother living.

192,000 ACRES IN PROJECT

Engineer Explains Proposed Undertaking by Northern Pacific.

NORTH YAKIMA, Wash., Jan. 15.—(Special.)—H. Swicart, former supervising engineer of the Reclamation Service in this state, presented to the Washington Irrigation Institute on Wednesday some figures on the proposed Northern Pacific high line project.

The high-line canal, as surveyed, would leave the Yakima River at Rosa and extend along the north slope of the Rattlesnake Hills, above the Sunnyside Canal, carrying 2300 second-feet. It would reclaim about 192,000 acres. About 80 men taken from the ranks of the unemployed, were kept busy shoveling the snow into auto trucks, of which there were 18 in service, and the fleshy stuff was whisked away to the river and dumped.

McAdoo Insists Manifests Must Contain Full Details.

PORTLAND CHAMBER OF COMMERCE and Portland shippers urged that this requirement be dropped, but Secretary McAdoo refused this request and insisted that the new regulations are less burdensome than the old.

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WE OWE ONE FOR MILLER WEATHER

Clear and Cold Is Verdict of Forecaster, Though Change May Not Be Far Off.

BLIZZARD AREA WIDENING

Mercury Plays Pranks, With Day's Maximum Recorded at 5 A. M. Fuel Declared Plentiful, but Delivery Cost Is Greater.

More of the same weather is in store for Portland. It will be no warmer today. Portland residents will hug their firesides quite generally, and those who have acquired grouchiness by reason of the prevailing whiteness on the ground will express themselves forcefully as to the near-blizzard that has been on for almost a week.

Forecaster Beals, of the weather bureau, swept the heavens with his eye last night and calmly predicted continued clear and cold for the ensuing 24 hours. Not a sign of moderating temperature could be discovered anywhere, and snow some, but it will be no warmer. Snow is unlikely because of the prevailing low temperatures.

Hourly thermometer readings yesterday by the weather bureau were as follows:

Table with 2 columns: Time (5 A.M., 6 A.M., 7 A.M., 8 A.M., 9 A.M., 10 A.M., 11 A.M., Noon) and Temperature (23, 21, 20, 20, 20, 20, 20, 20).

Other Places Suffering.

For those who suffered most keenly from the cold yesterday, it might be some slight comfort to know that Portland had about the same temperature yesterday morning as Louisville, Lexington, Richmond, Kansas City, Memphis, Little Rock and a number of other points farther to the south.

In fact, latitude had but little to do with temperatures yesterday, and the blizzard area spread, Eureka, Cal., and New Orleans shared alike, North Yakima and Pittsburg; Tanana, Alaska, and Victoria, B. C. were on the same isotherms.

These things were revealed by the weather map, a curious chart issued every day by the Weather Bureau that looks like a cunningly designed board game, showing graphically areas of high pressure and similar tracts of low pressure. These correspond in a general way to high and low on the barometer.

Portland's present distress, it is said by weather officials, is caused by the southwest moving area of high pressure over the Rocky Mountain and Pacific Coast. After passing over these mountains and plains, high altitude where low temperatures prevail at this season, these winds reach Portland, bringing the cold east wind that every Portlander so justly loathes.

Future Is Doubtful.

Low pressure is hanging over Nevada, Utah, parts of California and Arizona, and it is a question with Forecaster Beals whether the weather in this district in the near future. If low triumphs, we may expect warmer weather, while as long as high pressure hangs over our heads, another blizzard continue cold. At least this is the lore of the weather bureau.

High pressure is caused by piled-up air. It is resisted by meteorologists, where in the center of the high area, air currents are coming down and moving from the center outward. Low-pressure areas are characterized by a movement of the air to the center and upward.

Fortunately, assurances are given that Portland faces no fuel famine, that among companies that are accumulating stocks on hand to last out any reasonable cold spell. However, fuel will cost the household more now than formerly, not because of any desire to gouge the buyers by taking advantage of the weather, but because of the difficulties of delivery. It is said by the fuel companies they are compelled to charge extra for delivery, and this charge ranges from \$1 to \$1.50 a cord or a ton, depending upon whether wood or coal is used.

Snow Shoveling Adds to Cost.

"We delivered two tons of coal to an Irvington home yesterday," said one fuel company manager, "at a cost for delivery of \$2 a ton, resulting in a higher price to the consumer. The delivery men now have to shovel snow as well as perform their other duties in order to put the fuel where it is needed, and this takes time and costs money."

The City Kept up Its Good Work Yesterday of Clearing the Streets of Snow.

About 80 men taken from the ranks of the unemployed, were kept busy shoveling the snow into auto trucks, of which there were 18 in service, and the fleshy stuff was whisked away to the river and dumped.

THE PORTLAND RAILWAY, LIGHT & POWER COMPANY had more trouble with drifts yesterday than it has had during the cold snap.

Far out on the East Side brisk winds from the east raised flurries of snow and piled it high in places and other places in places on the streetcar lines, stopping cars and making lots of work for gangs of men. All the lines were open, however, and there was little if any interruption of traffic. Some of the far ends of the city lines, however, were put out of commission at times by the drifts.

VINCENT SCHOOLS VISITED

County Superintendent and Normal Professor on Tour.

VINCENT, Or., Jan. 15.—(Special.)—J. E. Young, County School Superintendent, is visiting the schools in this section of Umatilla County and reports that the high schools in the rural districts of Umatilla County are doing more efficient work than in the past few years; also that there is more and better equipment.

PROSSER BANK OFFICERS RE-ELECTED.

PROSSER, Wash., Jan. 15.—(Special.)—The Citizens State Bank has re-elected all directors as follows: C. H. Peck, H. W. Fisk, A. R. McLean, H. M. French and Guy H. Pearl. C. H. Peck is president and Guy H. Pearl cashier. The stock is all owned by Prosser people. The Prosser State Bank also re-elected all directors—E. Kemp, president; H. Osterline, J. E. Sears, cashiers, all of Prosser, and H. H. Trouty of Granger. Most of the stock is owned in Spokane.

Full Value Without the Sale Tag



MEN! I give you the best values in the city in

Overcoats and Suits

Ready-to-Wear \$14.75 Ready-to-Wear

Equal to \$20.00 values of high-rent, ground-floor clothing stores. No fire sale—bankrupt sale or any other kind of sale here! LISTEN! Clothing is higher than ever, owing to the war in Europe. How is it possible to reduce merchandise that costs more?

COME UPSTAIRS, where the low rent is an advantage to you and me.

JIMMY DUNN

315-16-17 Oregonian Bldg. The Clothier

Painless Dentistry Is Necessary!

People Will Not Have Their "Teeth Fixed"

Old Porylism Must Go. The Modern 20th Century Painless Method Must Prevail From Now On.

I am always on the job. I am here to save your teeth, as well as save you money, and I give you a 15-year written guarantee. Can you ask for anything better? Read my price list and compare it with other reliable dentists.

Table with 2 columns: Procedure and Price. Items include: Open Evenings, Fresh-Colored Plates (\$10.00), Good Plates (\$5.00), Porcelain Crowns (\$3.50 to \$5.00), Gold Fillings (\$1.00), 22-K. Gold Crowns (\$3.50 to \$5.00), 22-K. Gold Bridge (\$3.50 to \$5.00), and Extracting (50¢).

We Are Always Busy, Because Our Success Is Due to the Fact That We Do the Very Best Work at Very Lowest Prices.

Electro Painless Dentists

IN THE TWO-STORY BUILDING CORNER OF SIXTH AND WASHINGTON STREETS, PORTLAND, OR.

60 NEAL INSTITUTES FOR DRINK OR DRUG HABITS

INFORMATION FOR DRINKING MEN

The wonderful success of the NEAL TREATMENT for Alcoholism is conclusively demonstrated by the rapid multiplication of NEAL INSTITUTES all over the world. There are now 60 of these in active operation in the United States, Canada and Australia, and every one reports a uniform, unbroken record of successful cures. This, in itself, is the best evidence of the genuine merit of the NEAL TREATMENT, and should forever silence those uninformed critics who scoff at the idea of curing the liquor habit.

Right here in Portland the NEAL TREATMENT is being administered with the greatest of success. The Chicago Hospital, an institution of the highest standing, after a careful investigation of the NEAL TREATMENT by its officers, medical staff and management, indorsed this method and commended it strongly as an absolutely successful treatment for the drink habit.

Warner's Safe Remedies

have proven their great merit by the beneficial results obtained through their use during the past forty years, in the treatment of the different diseases for which they are recommended.

WARNER'S SAFE REMEDIES

- Warner's Safe Kidney and Liver Remedy, 50c and \$1.00
Warner's Safe Diabetes Remedy\$1.25
Warner's Safe Rheumatic Remedy\$1.25
Warner's Safe Asthma Remedy 75c
Warner's Safe Nerve 50c and \$1.00
Warner's Safe Pills (Constipation and Biliousness) 25c

For sale by leading druggists everywhere, or sent postpaid on receipt of price. Free sample of any one remedy sent on request.

DEPT 285 WARNER'S SAFE REMEDIES CO. Rochester, N. Y.

A New Remedy for Kidney, Bladder and All Uric Acid Troubles

Dear Readers: It is the duty of those of you who are bothered with kidney and bladder trouble, to give up the use of harsh salts or alcoholic medicines and in their place take a short treatment of Pierce's medicines for the past 25 years with good results. I suffered with kidney trouble for some years. I recently heard of the newest discovery of Dr. Pierce, namely, his "Anuric" Tablets. After using same I am completely cured of my kidney trouble. A doctor pronounced me a well prepared woman for my age, all due, I believe, to Dr. Pierce's medical aid. Which is found to be 37 times more powerful than lithia in removing uric acid from the system. If you are suffering from backache or the pains of rheumatism, go to your best druggist and ask for a 50-cent box of "Anuric" put up by Dr. Pierce—Adv.