FINAL DISCUSSION OF COMMISSION

Joint Railroad Committee Holds Last Public Session at Salem.

SMALLER LINES PROTEST

Passage of Reciprocal Demurrage Law Would Bankrupt Them—Teal Bill Attacked and Defended.

Private Meetings All Week.

SALEM, Or., Jan. 29.—(Special.)—That the passage of the Teal railroad commission bill would bankrupt all the small roads and stop the further building of branch lines was the chief argument made tonight at the meeting of the joint committee on railroads in the Oregon Legislature. This assertion was made by Wallace McCamant, of Portland, who appeared as attorney for the Pacific Railroad & Navigation Company, which is building a line from Hillsboro to Tillamook. Besides Mr. McCamant, those who addressed the committee were G. C. Fulton, of the Astoria & Columbia River Railroad; Samuel Connell, of the Northwest Door Company; W. W. Cotton, of the Harriman lines, and J. N. Teal, of the Chamber of Commerce transportation committee.

The meeting of the committee was held in the Senate chamber with a large crowd in attendance. This was the last public meeting of the committee. Private meetings will be held every evening and the provisions gone over in detail. A report is expected about the last of next week.

In opening his address to the committee Mr. McCamant said that he knows of no complaint of railroad rates and no general demand for railroad legislation, except such as might tend to relieve the car shortage. He believed this to be a proper subject for legislation and would feel that the Legislature had neglected its duty if it adjourned without passing some law designed to remedy this evil.

Against Demurrage Law.

But he could not approve the reciprocal demurrage plan of securing relief. He said that there are seven or eight short branch lines in Oregon which tap productive regions having large quantities of freight to ship. The Hillsboro-Tillamook road is one of these, tapping a rich timber country. It will have immense quantities of lumber offered it for shipment and this lumber will be carried 15 miles on that branch road and 2000 miles on a trunk line. When cars are sent East they are gone at least 40 days and often much longer. It required no argument, he said, to show that the road with a 15-mile haul could not provide all the cars for its traffic, yet this it would be compelled to do under the Teal bill, or pay a demurrage charge of $2 a day a car. It would be a physical impossibility to get the number of cars that would be needed.

And, continued Mr. McCamant, the Teal bill provides no protection to the company. Any tramp could come along and order a car, and, unless the company investigated and found out that he had no freight, it would have to provide the car or run the chance of a demurrage charge. McCamant thought the Johnson bill the better in one respect, in that it requires the shipper to show good faith by depositing 25 per cent of the freight charge.

Courts Might Help Out.

He would favor a provision requiring a trunk line to turn over to a branch line as many empty cars as the branch delivered of full cars to the trunk line, but felt certain this would be unconstitutional. The passage of a demurrage law would compel every short road to keep its cars on its own road transferring freight at the end of its line. The only fair remedy he could see would be one by mandate of the courts, requiring railroads to provide reasonable equipment, in failure of which the officers should be subject to fine or imprisonment.

In closing, Mr. McCamant expressed himself as favorable to an anti-pass law, in which view Mr. Cotton, of the Harriman lines, concurred.

G. C. Fulton was called upon by Chairman Coffey. He responded, but said he had no authority to appear for the Astoria & Columbia River road. He said there is no complaint against the road for which he is attorney, because the people know that it is impossible for the road to furnish the cars needed. He objected to the feature of the Teal bill which provides for appointment by the Governor, for such a commission would feel bound to take some aggressive action against railroads in order to win votes for the Governor. He thought the Legislature capable of choosing members of the commission.

He also objected to that provision which required that a copy of the printed schedules be kept in every regular station, which would include all the small shanty stations provided for the shelter of passengers at places where no agents are employed.

Tells of Costly Experience.

Samuel Connell, of the Northwest Door Company and the Keystone Lumber Company, said that on the subject of railroad legislation he has strong convictions, born of experience which has cost him a great deal of money. He owns a sawmill on a branch connecting with the Astoria & Columbia River road in Columbia County, which mill was established to supply his door factory in Portland. For 12 months he has not had a car, the property in which he invested his money is lying idle and he is without a remedy.

At this point Mr. Cotton offered to take Mr. Connell's suit against the railroad company for 33 1-3 per cent of the claim. Connell inquired whether he would furnish money to pay expenses of the suit and Cotton replied that he did not do that kind of business. Connell said that was the trouble. He could not stand the cost of litigation. Fulton offered to provide costs of suit, but Connell did not take up the offer.

Connell submitted a lengthy statement of facts gathered for the Eugene meeting, about a month ago, showing, when summed up, that the lumber mills of the state now need 9139 cars which they cannot get, holding freight of the value of $2,700,000, upon which amount the annual interest would be $160,000. Connell said that his mill was not closed by the car shortage, but by arbitrary refusal of the railroad to furnish cars when it could. What he wanted was a forum to which he could apply for relief and he believed the Teal bill provided it.

On behalf of the lumbermen he asked the Legislature to pass the Teal bill.

Attorney Cotton's Speech.

Mr. Cotton was called upon. He said that a large part of the car shortage was due to a very heavy increase in lumber shipments east of Colorado, and to other unexpected increases in traffic. He asserted that the shortage is not as large as the figures represent, however, for buyers of lumber have duplicated their orders to several mills.

He said that within 24 hours after a reciprocal demurrage law goes into effect the railroads will refuse to send their cars off their own lines, but will hold them for local business. This will be forced upon them and the lumber exporters will suffer for it. He said he would have no objection to requiring a company to furnish a certain number of cars for each mile of road, this to apply to long and short roads alike. If there are any improper rates these may be regulated by legislation, but there is no need for a commission for either of these purposes.

If a commission must be had there should be a fair provision for review by the courts, though the rates fixed remain in force pending review.

Mr. Teal reiterated his assertion of last night that the fact that the Harriman lines could have paid a 25 per cent dividend shows that their rates are too high. He also emphasized the importance of having a commission with power to investigate accidents and see that proper precautions are taken to protect life.

EXTENDS JUVENILE COURTS

Senate Passes the Bill Recommended by Portland Judge.

SALEM, Or., Jan. 29.—(Special.)—Juvenile Courts will be extended from Multnomah County to other counties and County Judges will be made presiding officers, according to a bill of Senator Beach, of Multnomah County, passed by the Senate yesterday. The bill was presented at the instance of Judge Fraser, of Portland. It authorizes the appointment in Multnomah of one probation officer at $150 a month, three deputies at $100 a month, a master of the detention home at $125 a month, and a matron at $50; a clerk of the Juvenile Court at $85 and a Deputy District Attorney at $100.

The bill authorizes the erection in Multnomah County of a detention home at Montavilla, on land donated for the purpose. The bill extends largely the powers of the Juvenile Court and raises the age of offenders subject to its jurisdiction from 16 to 18 years.

PLOT AGAINST MALARKEY

ENEMIES THREATEN TO KILL PAVING-TRUST BILL.

Revenge for Portland Lawyer's Opposition to Estray Notices Legislation Proposed by Barrett.

SALEM, Or., Jan. 29.—(Special.)—War over bituminous macadam pavements in the Legislature is made more bitter by the threat of a number of House members to knife Senator Malarkey's bill that would prohibit the monopoly held by the "Bitulithic" brand of pavement in Portland and other cities, when the bill shall reach the House.

Malarkey's bill prevents any municipal corporation from specifying any brand of road material to the exclusion of any other kind of material. In Portland the situation is that though the ordinance excluding other bituminous macadam than bitulithic has been amended, the Barber people have been unable to get contracts for the reason, as they allege, that the Council stands against them. The contest is an old one in Portland and has been the despair of the city government, and has invaded other towns in Oregon.

Malarkey, as chairman of the Senate committee on judiciary, lent his influence to killing by indefinite postponement a House bill of Barrett, of Washington, chairman of the House committee on judiciary, providing for publication in rural newspapers of estray notices. An identical bill, by Senator Mulit was amended by the Senate committee on judiciary so as to repeal a dead letter law of the present code, section 4264, and thus passed the Senate. When the Mulit bill, thus transformed, comes into the House for passage by that body, the champions of the Barrett and the Mulit bills threaten a fight.

They contend that publication of estray notices is needed by the owners of the lost animals, and that though after the animals have been found and appraised, the record is on the books of the County Clerk, many farmers do not see the record and do not know whether their animals have been picked up or not. The present dead letter law provides for publication in "a newspaper published by the State Printer," put since the State Printer publishes no newspaper, the notice does not appear in any newspaper. Malarkey contends the posting of estray notices provided in existing laws, in three public places in the county, is sufficient publicity, without newspaper advertising.

The interesting feature of the trouble, however, is that the advocates of the Barrett and the original Mulit bills in the House are "lining up" to beat the bill in which Malarkey has particular interest—prohibiting municipalities from specifying for street improvements any particular brand of bituminous macadam pavement. The brand to which specifications are thus limited is the "Bitulithic," of the Warren Construction Company.

Malarkey is attorney for the Barber Asphalt Company, which has been fighting the Warren Company in Portland a long time, with all the advantages on the side of the Warren Company, thus far, because the ordinances and specifications in Portland are so framed as to cut out the Barber people from laying their brand of bituminous macadam, which they say is the same substance as bitulithic.

The Barber Company, steered by Malarkey, has been trying for more than a year to get into the Portland paving field on equal terms with the Warren Company, but has not succeeded. Malarkey threatened to go over the head of the Council to the Legislature, and has made good his threat. His bill was referred this morning to the Senate committee on municipal corporations, Hodson of Multnomah, chairman.

Malarkey heard of the House threat this morning, and buckled himself up for a fight.

"The members of this Legislature," he declared, "who oppose any bill just to get even with its author for having fought a bill in which they were interested, have no place in this Assembly. They ought to be on the rockpile. There is too much of that spirit of opposing this or that bill in order to whack somebody. Bills ought to be voted for on their merits; that's what the state sends men to the Legislature to do."

Friends of the estray bill in the House say Malarkey will have to back down and let the bill go through the Senate or they will kill his bill in the House. They count 20 votes and more on their side, and say that 21 votes to pass the paving bill cannot be secured unless they are willing.

Honor Memory of Summers.

SALEM, Or., Jan. 29.—(Special.)—As a further enduring monument to the bravery of the Second Oregon, Representative Walter Moore, by H. C. R. 18, introduced last Monday, would have the state purchase an oil portrait of General Owen Summers, the same to be placed in the Governor's office above the colors of the Second Oregon Volunteers.

CATER TO MONOPOLY

Franchise Grabs Are Fostered by Two House Bills.

CONCERN ELECTRIC WIRES

Enlarge Powers Granted to Telephone, Telegraph and Power Companies—Moore and Jackson Father the Measure.

SALEM, Or., Jan. 29.—(Special.)—Grab of perpetual franchises on highways for electric wires is made possible by "jokers" in bills fathered by Representative Moore of Baker and Representative Jackson of Douglas. Moore's bill enlarges the powers granted to telephone, telegraph and electric light companies for condemnation of lands for rights of way for wires, and of public roads and public grounds and trees, and gives perpetual franchises to the companies for wires already located on roads and public grounds. This is House bill 168.

Jackson's bill would give wire companies authority to cross public roads "without let or hindrance," thus taking from County Courts authority now held by them under section 4748 of the code, to designate the location of such wires and to order changes "when such court deems it expedient." This is House bill 32.

The Moore bill after enlarging the eminent domain powers of wire companies says:

Nothing herein contained shall be construed to impair the rights heretofore acquired by any such company in any public road, street, alley or public grounds, whether within the corporate limits of any incorporated town, or otherwise, or to authorize a county, city, or town to interfere with or to remove any poles or wires already located therein, unless the same become public nuisances and interfere with public travel; and any agreement or grant heretofore made by a County Court, or by any municipal corporation, of the right to build or maintain any lines of poles and wires for the purposes aforesaid in any county or in any incorporated city or town within which such line of poles and wires is already located is hereby confirmed, and such line of poles and wires may be maintained and operated so long as they are kept in repair and do not interfere with the convenient use of the highway for travel

Present Restraint Too Small.

The existing laws put too little restraint on wire lines. Companies secure under them free use of the highways, frequently placing wires without sanction of county courts. Though they thus receive free use of the highways, they will not permit farmers to attach wires to their poles and the result is that roads leading into some of the larger towns are cluttered with many poles and there is not room for private telephone wires which many farmers wish to run into the city.

These privileges held by electric companies cost them nothing, though they are franchises and should return some compensation to the public, either in way of cash or in use of poles.

The Jackson bill would free the companies from all restrictions in crossing highways, except that the wires must be at least 25 feet above the ground. When the wires were placed, the owners would be vested with perpetual franchises or right to keep them there, just as similar permits to the streets of Portland in years past, for wires and railroads, granted for unlimited periods, have vested their owners with perpetual franchises.

The Jackson bill is as follows:

Section 1. Any person, company or corporation shall have the right, which is hereby granted, to construct and maintain, without let or hindrance, telephone or telegraph wires, or electric wires for light, power or other purposes, across and over the right of way of any railroad, steam or electric, and across public highways, either on poles not less than 35 feet in height, or underground; provided the same are so constructed as not to impede the business of such railroads, or travel upon the public highways.

Jackson contends that no time limit should be put on the duration of the road privileges, extended to the wire companies, because it would interfere with the stability of the business of the company. Though this view has long since been discarded in discussion of franchise matters, and it has come to be an axiom that the duration of all franchises or privileges to public property should be fixed and not left indefinite, Jackson holds fast to his opinion, and will not admit the argument on the other side.

There is a strong sentiment in the Legislature against vesting any interest with perpetual privilege at the expense of the public. That wire companies should be permitted to cross the highways is universally admitted, but the privilege to do so should be regulated by County Courts, which should specify the angle at which the wires should cross the roads, the height of the poles, and the time that the wires may remain.

That larger powers in these directions should be conferred by section 4748 of the code on County Courts, to curb wire companies, is the opinion of Representative Vawter, who is preparing a bill to amend that section. He believes that a company that occupies the public roads with poles and wires owes something to the public and should be compelled to allow the public part use of its poles, for private telephone lines—this as compensation to the public for free use of the highways.

CARMEN MUST BE COMPETENT

Bailey's Bill Would Aid Strikers in Street Railway Trouble.

SALEM, Or., Jan. 29.—(Special.)—Street-car strikes will be much more effective in the future if Senate bill 138, by Bailey of Multnomah, becomes a law. The bill forbids a street railway company from employing a conductor, motorman or gripman who has not had at least seven days' experience under the supervision of a competent instructor on the lines. Under such a law if the strike should be so general as to deprive the company of competent instructors it would take some time to get a new force ready to take charge of the cars.

As the bill makes it a misdemeanor either to violate the law or aid in its violation, a man who took employment without the necessary experience would be equally guilty with the employer and could be arrested and punished. The penalty provided is a fine of $100 to $1000 or imprisonment for one month to one year. The expressed purpose of the bill is to afford protection to passengers.

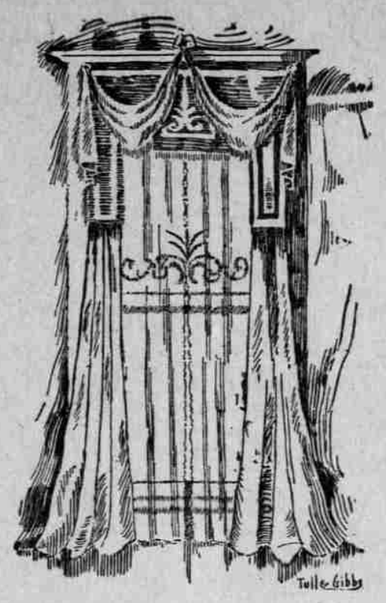
Jamestown Fair May Win.

SALEM, Jan. 29.—(Special.)—The Senate Committee on Federal Relations has decided to report favorably the bill to appropriate $85,000 for an exhibit at the Jamestown Exposition.

Larger Indian War Pensions.

SALEM, Or., Jan. 29.—(Special.)—pensions of Indian war veterans increased from $8 to $12 a month, to correspond with the pensions paid to Civil War veterans. He introduced a joint memorial in the Senate today, asking Congress to increase the pensions as stated. His resolution says:

The number of the surviving veterans of all Indian wars is now small, they are old and decrepit, and their ranks are fast becoming depleted, and we feel that their services to state and Nation have been sufficient to warrant the payment to them of a pension equivalent to that paid to the survivors of the Civil War.



SALE OF LACE CURTAINS

Convincing reductions in this special selling of lace curtains in one, two and three pair lots—a clearance sale of all small quantities comprising an assortment of novel and pleasing effects in real Arabian, Cluny, corded Arabian, Irish Point, Bonne Femme, Swiss Muslin, White Net, Madras, silk stripe curtains, etc. Owing to the fact that many have been deterred from participating in these specials owing to the suspension of traffic, we have decided to continue this sale throughout the week. Drapery and Shade Dept., Sixth Floor.

$1.75 values in 2-pair lot Arabian Corded Curtains; sp'l., per pair. 85¢
$2.50 values in 2-pair lot Swiss Muslin Curtains; special, pair...$ 1.25
$3.00 values in 1-pair lot white Lace Curtains; special, pair.....$ 1.50
$3.75 values in 2-pair lot white Net Curtains; special, pair.....$ 1.50
$3.25 values in 3-pair lot Arabian Curtains; special, pair.....$ 1.60
$3.50 values in 1-pair lot Swiss Muslin Curtains; special, pair..$ 1.75
$4.25 values in 3-pair lot Arabian Curtains; special, pair.....$ 2.00
$4.50 values in 3-pair lot real Cluny Curtains; special, pair...$ 2.25
$4.50 values in 1-pair lot real Cluny Curtains; special, pair...$ 2.25
$4.50 values in 2-pair lot in Arabian Corded Curtains; sp'l., pr..$ 2.25
$5.00 values in 2-pair lot Frilled Lace Curtains; special, pair....$ 2.50
$5.00 values in 1-pair lot Frilled Lace Curtains; special, pair.....$ 3.00
$7.50 values in 1½-pair lot Marie Antoinette Curtains; special, per pair .....$ 3.75
$9.00 values in 2-pair lot Arabian Curtains; special, pair.....$ 4.50
$10 values in 2-pair lot Brussels Curtains; special, pair.....$ 5.00
$10.50 values in 1-pair lot Brussels Curtains; special, per pair.....$ 5.00
$11 values in 1-pair lot white Renaissance Curtains; special, per pair .....$ 5.50
$13.00 values in 1-pair lot white Renaissance Curtains; special, per pair .....$ 6.00
$15 values in 1-pair lot Brussels Curtains; special, pair.....$ 7.00
$25.00 values in 3-pair lot Ivory Thread Lace; special, pair.....$12.50

BONNE FEMME CURTAINS

$4.50 single Bonne Femme Arabian Curtain, special $2.25
$5 values in Arabian Bonne Femme Curtains; special, each.....$2.50
$5.50 single Bonne Femme Arabian Curtain, special $2.75
$6 values in white Bonne Femme Curtains, special, each.....$3.00
$6 value in single Bonne Femme Curtains, special $3.00
$7 single white Bonne Femme Curtains, special, each.....$3.50
$12.00 value in real Arabian Bonne Femme Curtains, each.....$6.00

SILK CURTAINS

$3.00 values in 1-pair lot Silk Curtains; special, pair.....$ 1.50
$7.50 values in 1-pair lot Silk Curtains; special, pair.....$3.75
$8.00 values in 3-pair lot Silk Curtains; special, pair.....$4.00
$10 value in 1-pair lot Silk Curtains; special, pair.....$5.00
$10 value in 2-pair lot Silk Curtains; special, pair.....$5.00
$12 value in 2-pair lot Silk Curtains; special, pair.....$6.00
$13 value in 1-pair lot Silk Curtains; special, pair..... $6.50

SCOTCH MADRAS CURTAINS

$5.00 values in 2-pair lot Madras Curtains; special, pair.....$2.50
$6.50 value in 2-pair lot Madras Curtains; special, pair.....$3.25
$10.00 value in 1-pair lot Madras Curtains; special, pair.....$5.00
$10.00 value in 2-pair lot Madras Curtains; special, pair.....$5.00
$11.00 value in 1-pair lot Madras Curtains; special, pair.....$5.50
$13.00 value in 1-pair lot Madras Curtains; special, pair.....$6.50
$18.00 value in 1-pair lot Madras Curtains; special, pair.....$9.00

SALE OF DINNER SETS GLASSWARE Graniteware BASEMENT

TULL & GIBBS

YOUR CREDIT IS GOOD — COMPLETE-HOUSE-FURNISHERS — MAKE YOUR OWN TERMS

INLAID AND PRINTED LINOLEUMS CARPET DEPT. SIXTH FLOOR

NEW BILLS IN THE SENATE

Total in the Upper House Have Reached Aggregate of 153.

SALEM, Or., Jan. 29.—(Special.)—Bills have been introduced in the Senate as follows:

S. B. 133, Laycock—To protect quail, pheasants, etc., in Grant, Umatilla and Wheeler counties.

S. B. 134, Smith of Marion—To regulate normal schools and limit number to two.

S. B. 135, Coshow—To amend the law relating to dower and curtesy.

S. B. 136, Kay—Copies of public documents to be delivered to State Librarian instead of Secretary of State.

S. B. 137, Kay—To fix terms upon which mutual fire insurance companies may do business in Oregon.

S. B. 138, Bailey—Protecting passengers on street cars.

S. B. 139, Bailey—To give mechanics' liens for wages.

S. B. 140, Hodson—To fix the salary of the Sheriff of Columbia County.

S. B. 141, Hodson—To fix salary of Assessor of Columbia County.

S. B. 142, Malarkey—To limit the hours of railway employes and require certain number of employes on trains.

S. B. 143, Malarkey—To define the husband's right of curtesy.

S. B. 144, Mulit—To make it unlawful to throw sawdust into streams.

S. B. 145, Coke—For appointment of two Supreme Court Commissioners by the Governor.

S. B. 146, Coke, by request—To make it unlawful to maintain purse nets for salmon in certain waters of the state.

S. B. 147, Kay—To amend the law fixing fees of the Secretary of State.

S. B. 148, Smith of Marion—To create Cascade County.

S. B. 149, Smith of Umatilla—To prohibit combination of grain dealers for pooling of prices and dividing net proceeds or fixing prices.

S. B. 150, Johnson—To increase the levy for the Agricultural College from $25,000 to $50,000.

S. B. 151, Bailey—To prohibit employes from taking compensation for unfaithfulness to employers and fixing penalties.

S. B. 152, Malarkey—To perfect titles under sales by executors to pay debts.

S. B. 153, ways and means committee—To repeal the law for office of boatman at Astoria.

NEW BILLS IN THE HOUSE

Measures Now Pending at Salem Reach Appalling Total.

SALEM, Or., Jan. 29.—(Special.)—New bills were introduced in the House today as follows:

H. B. 272, Holt, by request—As to printing of journals of Legislature, reports of officers and messages of Governor.

H. B. 273, Barrett, of Washington—Fixing salary of County Judge of Washington at $1200 a year.

H. B. 274, Vawter, by request—Regulating deposits of state funds.

H. B. 275, Beveridge, by request—Amending section 1391 of code regulating trial of criminal actions.

H. B. 276, Beveridge, by request—Verdict by majority of jurors in civil case.

H. B. 277, Beveridge, by request—Abolishing death sentence.

H. B. 278, Beutgen, by request—Prohibiting storage of high explosives within one mile of any dwelling or two miles of any schoolhouse.

H. B. 279, Barrett, of Umatilla—Appropriating $10,000 for operation of Portage Road and authorizing extension to The Dalles.

H. B. 280, Merriman—Amending charter of Merrill, Klamath County, as to city limits.

H. B. 281, Chase—To facilitate reports of viewers and County Surveyors as to roads.

H. B. 282, Chapin—Prohibiting advertising for the cure or treatment of any venereal disease.

H. B. 283, Beals—Providing for the assessment of timber land on a basis of the cruised value of its timber.

H. B. 284, Driscoll, chairman of House committee on ways and means—Appropriating $1,244,970 for salaries of state officers and officers and employes of the different state institutions and providing for the contingent expenses of the state and its various departments.

H. B. 285, Driscoll, by request—Appropriating $2500 to pay the balance of the claims of Indian war veterans not already provided for by the act of 1903 and 1905.

H. B. 286, Burns—For introduction and protection of mocking birds, English skylarks and other song birds for the horticultural interests of the state and appropriating $5000, to be expended under the direction of the State Horticultural Society.

H. B. 287, Purdy—Prohibiting the hunting of game birds in this state with dogs for a period of three years.

H. B. 288, Pike—Creating the County of Nesmith.

H. B. 289, Chase—Amending present law so as to give the individuals the right to recover detached floating logs after they have passed the last boom, requiring the person so recovering this property to advertise the same together with the brands on the logs and permitting the original owners to recover their property upon paying costs.

H. B. 290, Vawter—Fixing dates for open and closed season on Rogue River and regulating fishing in that stream.

IMPROVED MEMORY

And Increased Weight From Eating Proper Food.

The memory and other important funtions of the brain are greatly influenced by the condition of the digestive organs.

This may seem strange to persons who do not stop to realize that every new cell in the brain is made up from the food that is taken into the stomach, because every thought wastes cells which have to be replaced by others.

When the proper food is used and fully digested, so there's no fermentation and poisonous waste manufactured in the body, and the new cells are built in as fast as used up, the brain becomes clear and memory is sure to be improved.

A Michigan woman writes:

"Three years ago I was in a very bad condition, nerves so worn the least excitement would cause collapse and I was thin almost to emaciation.

"I tried many changes of diet but nothing seemed to agree with me; what I ate just remained in my stomach and fermented. Seeing Grape-Nuts food advertised I thought I would try it.

"I began with two teaspoonfuls of Grape-Nuts with milk and realized that at last I had found something I could eat without discomfort.

"It was my main food for some time and after a while I could eat other food without the former ill effects; the Grape-Nuts seemed to help digestion every way.

Strength began to return and from 102 lbs. which was my weight when I began Grape-Nuts, I now weigh 135, and consider myself well. With returning strength, my memory improved greatly. I do not suffer the severe fatigue I used to or any of the evils that used to be every day occurrences. I eat well, sleep well, and am well—thanks to Grape-Nuts for it all." Name given by Postum Co., Battle Creek, Mich. Read the book, "The Road to Wellville," in pkgs. "There's a reason."

Crushed by an Elevator.

SAN FRANCISCO, Jan. 29.—J. W. Duffey, a clerk in the passenger department of the Southern Pacific Company, was instantly killed last evening by being crushed by an elevator in the James Flood building.

WEDNESDAY EXTRA SPECIAL

CLOSING OUT

This entire stock of Ladies' Ready-to-Wear Garments, as we will not pack one single garment to our new store, which will open about March 15th

COME TO 131 FIFTH STREET

A lot of Semi-fitted COATS, values up to $27.50, today $6.50

Long, loose COATS, values up to $17.50, today $4.00

Long, loose COATS, values up to $10.00, today $1.75

Every Article Reduced to Sell

THE J. M. ACHESON CO.