USE THE RIVERS FOR THE PEOPLE

Roosevelt's Opinion on Waterways.

COMMISSION MAKES REPORT

Improve Rivers for All Possible Purposes.

HARMONY WITH RAILROADS

Great Stress Laid on Preservation of Natural Resources Against Monopoly and Waste - Great Value of Power.

PLAN OF WATERWAY IMPROVE-

Let improvements of nagivation take account of purity of water, power, floods, irrigation, drainage and all other uses of water. Consider both local and general benefits and let nation, state and

locality co-operate. Work with a view to co-operate between waterways and rathroads Find whether a waterway will be used in face of railgoad competition. Render railroads and waterways harmonious by division of traffic.

Public traffic on waterways. Ascertain all requisite data about physical character and general util-

of streams. Take account of all resources connected with running water and protect them from monopoly and pre-

without a rival in any country. The report shows that commerce was driven from
the Mississippi by the railroads. While production was limited, the railways, with
their convenient terminals, gave quicker
and more satisfactory service than the
waterways. Later they prevented the
restoration of river traffic by keeping down their rates along the rivers, recoupling themselves by higher charges elsewhere. They also acquired water fronts and terminals to an extent which made water competition impossible. Throughout the country the rallways have secured such control of canals and steamboat lines that today inland waterway transportation is largely in their hands. This was natural and doubtless inevitable under the circum-stances, but it should not be allowed to continue unless under careful Government

regulation.

The successful development and usa of our interstate waterways will require intelligent regulation of the relations between rall and water traffic. When this is done, the railways and waterways will assist instead of injuring each other. Both will benefit, but the chief benefit will accurae to the people in general through quicker and cheaper transportation.

Make Rivers Serve People.

The report reass throughout on the fundamental conception that every waterway should be made to serve the people as largely and in as many different ways as possible. It is poor business to develop a river for navigation in such a way as to prevent its use for power, when by a little foresight it could be made to serve both purposes. We cannot afford needlessly to eacrifice power to irrigation, or irrigation to domestic water supply, when by taking thought we may have all three. Every stream should be used to the utmost. No stream can be so used unless such use is planned for in advance. When such plans are made, we shall find that, instead of interfering, one use can often be made to assist another. Each river system, from its headwaters in the forest to its mouth on the coast, is a single unit and should be treated as such. Navigation of the lower The President proceeds to point out the connection between navigation of the lower reaches of a stream and control of methods and prevention of soil crosion. Use of a stream for domestic and municipal water supply, power and irrigation must also be taken into account. He says Make Rivers Serve People. cipal water supply, power and irrigation must also be taken into account. He says deep channels will have high value for national defense; use of water power will relieve drain on the coal supply; transportation by water instead of rail will conserve iron; forest protection will prevent timber famine and perpetuate the remaining forest; irrigation will sustain millions; and pure water will promote health. The work is National in scope. The commission recommends a policy for developing all commercial and industrial uses of waterways at the same time. To this end the work of the various de-partments concerned should be co-ordi-nated, that there may be no delay. The cost will be large, but far less than would be required to relieve the congestion of rail traffic, and the benefits will be large also and will unite the interests of all states and sections. He continues:

Distribute Cost Among All.

The cost and the benefits should be equitably distributed, by co-operation with the states and the communities, corporations and individuals beneficially affected. I heartily concur in the commission's recommendation to this and. Such co-operation should result in united effort in earrying out the great duty of improving our inland waterways. While we delay, our rivers remain unused, our traffic is periodically congested and the material wealth and natural resources of the country related to waterways are being steadily absorbed by great menopolies.

such intolerable interference with the daily life of the people as the consolidation of companies controlling witer power. I call your special attention to the attempt of the power corporations, through bills introduced at the present session, to escape from the possibility of Government regulation in the interests of the people. These bills are intended to enable the obsporations to take possession in perpetuity of National forest lands for the purposes of their business, where and as they please, wholly without compensation to the public. Yet the effect of granting such privileges, taken together with rights already acquired under state laws, would be to give away properties of enormous value. Through lack of foresight we have formed the habit of granting without compensation extremely valuable rights amounting to monopolies on savigable streams and on the public domain. The repurchase at great expense of water rights thus carelessly given away without return has already begun in the East, and before long will be necessary in the West also. No rights involving water power should be granted to any corporations in perpetuity, but only for a fength of time sufficient to allow them to conduct their business profitably. A reasonable charge should of course be made for valuable rights and privileges which they obtain from the National Government. The values for which this charge is made will ultimately, through the natural growth and orderly development of our population and industries, reach enormous amounts. A fair share of the increase should be safeguarded for the benefit of the people, from whose labor it springs. The proceeds thus secured, after the dost of administration and improvement has been met, should naturally be devoted to the development of our inland waterways.

Waste of Natural Wealth.

Waste of Natural Wealth, Waste of Natural Wealth.

The report justip calls attention to the fact that hitherto our National policy has been one of almost unrestricted disposition and waste of natural resources, and emphasizes the fundamental necessity for conserving these resources upon which our present and future success as a nation primarily rests. Running water is a most valuable natural asset of the people, and there is urgent need for conserving it for navigation, for power, for irrigation and for domestic and municipal supply.

The President calls attention to the

The President calls attention to the great amount of detailed information needed to carry out the commission's plan, but says beginning of work should not be postponed till all the facts are obtained. Of the most important projects

The first of these of course con-cerns the Mississippi and its tributaries, whose commercial development will directly affect half our people. The Mississippi should be made a loop of the sea and work upon it should be begun at the estilest possible moment. Only less important is the Atlantic inner passage, parts of which are already under way. The linner passages along the Gulf coast should parts of which are already under way. The unner passages along the Gulf coast should be extended and connected with the At-lantic waters. The need for the developing of the Pacific Coast rivers is not less prese-ing. Our people are united in support of the immediate adoption of a progressive policy of inland waterway development.

Adopt Policy and Execute It.

The President says our policy hitherto has been purely negative—one of repression and procrastination—and frequent changes of plan and piecemeal execution have further hampered improvement. In spite of large appropriations our rivers are less serviceable than half a century are and are less used. He concludes: tect them from menopoly and preserve them for the people.

Make Imgrovements at rate commensurate with needs of people.

Create permanent commission to bring all Government agencies concerned into working harmony and continue investigation of all questions relating to use of streams.

WASHINGTON, Feb. 26.—With his hearty indorsement in a special message, President Roosevelt today transmitted to Congress the preliminary report of the Inland Waterways Commission, recommending a general policy of waterway improvement. After commending the report to the attention of Congress as "the mature judgment of a body of men exceptionally qualified," the President says:

Our river systems are better adapted to the needs of the people than those of any other country. In extent, distribution, may interest the product of the nation as those of the United States in view of the use made of rivers clearly are so poorly developed, so little used, or play so small a part in the industrial life of the nation as those of the United States in view of the use made of rivers clearly are so poorly developed, so little used, or play so small a part in the industrial life of the nation as those of the United States in view of the use made of rivers clearly are so poorly developed, so little used, or play so small a part in the industrial life of the nation as those of the United States in view of the use made of rivers clearly are so poorly developed, so little used, or play so small a part in the industrial life of the nation as those of the United States in view of the use made of rivers clearly are so poorly developed, so little used, or play so small a part in the industrial life of the nation as those of the United States in view of the use made of rivers clearly are so poorly developed, so little used, or play so small a part in the industrial life of the nation as those of any or little and the way to cend it.

Railroads Kill Steamers.

The commission finds that it was unregalated railroad compequition which prevented or destroyed th

Facts Commission Found.

In its report the commission first states the facts it has found. It finds that there are 25,000 miles of navigated rivers and at least an equal length, which are navigable or might be made so: 2500 miles of navigable canais and over 2500 miles of sounds, bays and bayous, which could be connected by less than 1600 miles of canals parallel with the Atlantic and Gulf coasts. These waterways are in 42 states and development of rivers for irrigation, power, etc., will make certain waterways navigable in the remaining states. On this point it says:

It is desirable that these waterways should be further investigated with a view to the systematic development of interstate commerce in co-ordination with all other uses of the water and benedis to be derived from them.

With increasing frequency railroads are unable to keep pace with production or to meet the requirements of transporta-

The time is at hand for restoring and developing inland navigation, to be utilized both independently and as an adjunct to railroads.

Adjust Water and Rail Traffic.

Railroad interests have been successfully directed against maintenance and development of water traffic. Successful waterway improvement must

provide for adjustment of the relations of rail to water lines. Railroads can so control traffic as to leave waterways insufficient to support vessels and ter-minals, for they can so reduce rates on traffic for which waterways compete as to destroy profits, and can recoup them-selves with higher rates on traffic for which waterways do not compete. Water-way improvement will not relieve rail congestion unless co-ordination is ar-ranged to hisure harmonious co-opera-tion

Improvement of navigation finereases purity of water and regularity of supply. Prevention of pollution by soil wash and other waste substances shoul sidered in connection with it.

Immense Loss by Floods.

In some instances the cost of works to control floods and improve navigation would be less than the loss by floods and

The annual soil wash is about 1,000,000,000 tons, mostly the most valuable part of the soil, which pollutes the water, necessi-tates dredging and reduces efficiency of

river improvements.

Forestry, farming, mining and other industries affect the flow of streams, the clarity and purity of water, and these industries should be co-ordinated with the use of streams for commerce.

Wide variation in the level of rivers hamsers, establishment of water terhampers establishment of water ter-

Storage of flood waters and irrigation canals have already reclaimed 10,000,000 acres and by utilizing the water power thereby developed three times that area

can be reclaimed.

Locks and other works to improve nav-igation produce water power which should be used for the benefit of the people and which in certain instances would pay the entire cost of the improvement.

age of swamp and overflowed land. There are 77,000,000 acres of such land, which, in 40-acre farms, would support 19,000,000 people. lated that local or special projects should be considered as parts of a com-

ensive policy. Inland transportation facilities nearly all railroads, exceed one-eighth of our National wealth, and congestion hampers production. Waterways adapted to barge and boat traffic could be constructed at much less cost than the necessary additional railroads.

The direct benefits of improved waterways would exceed the cost, and the collateral benefits would be great.

More complete physical data as to volnearly all railroads, exceed one-eighth

More complete physical data as to vol-ume, regimen and other features of

streams are needed.

All sections of states will benefit and the cost should be equitably distributed ameng Nation, states, municipalities, corporations and individuals. For the latter purpose an administrative agency with large powers should be established.

Tendency to Monopoly.

The final clause in the findings reads: Our unsurpossed natural wealth and the eagerness of our people for immediate results regardless of future needs have led to sailts regardless of future needs have led to a policy of extravagant consumption of National resources and to an encouragement of monopoly whereby excessive share of such resources has been diverted to the enrichment of the few rather than preserved for the equitable benefit of the many. Monopolistic tendencies have appeared (a) in the extensive control of mineral fuels on public lands whereby large values easential to the development of the country have passed beyond public regulation; (b) in the acquisition and needless destruction of forests, whose preservation is a public necessity for stream control, for timber supply, and for other purposes; (c) in the acquisition of controlling sites on waterways and the appropriation of valuable water-powers with their serves without their necessaries. stream control, for timber supply, and for other purposes; (c) in the acquisition of controlling sites on waterways and the appropriation of valuable water-powers with their segregation from public use without adequate compensation, whereby indispensable utilities escape public regulation in the interests of the people; (d) in the segregation of lands, especially in the semi-arid regions, whereby development is retarded so that the lands remain without benefit to commerce or advantage to the growth of the country; (e) in the centrol of products and of transportation to disture the normal values and natural channels of trade, thereby imposing undus burdens on producers and consumers; and (f) in various interferences with the production and commerce of the country, whereby prosperity is curtailed and progress impeded. While such monopolistic tendencies have been conspicuous in connection with the agencies of transportation, they are now in many cases opposing the best utilization of streams by diverting their control from state and Federal jurisdiction in the public interests to personal and corporate means of excessive and burdenome profit. Since transportation is a primary factor in the existence and development of any people, and is increasingly important with the growth of population, it is essential that its means should be regulated in the public interests; and any plans for relieving congestion of transportation in the United States should be so framed as to employ all proper state, Federal and municipal agencies in protecting from monopolistic control not only the agencies and avenues but also the materials of interstate commerce.

Recommendations of Commission.

The recommendations of the Commis-sion are as follows:

The recommendations of the Commission are as follows:

We recommend that hereafter plans for the improvement of navigation in inland water-ways or for any use of these water-ways in connection with interstate commerce, shall take account of the purification of the waters, the development of power, the control of floods, the reclamation of lands by irrigation and drainage, and all other uses of the waters or benefits to be derived from their control.

We recommend that hereafter both local and general benefits to the people shall be fully considered in any such plans for the improvement of navigation in inland waterways, or for any use of these waterways in connection with interstate commerces and that wherever practicable Federal agencies shall co-operate with states, musicipalities, communities, corporations and individuals with a view to an equitable distribution of costs and benefits.

We recommend that hereafter any plans for the navigation or other use of inland waterways in connection with interstate commerce shall take full account of transfer facilities and sites, and of the location of tracks, grades, bridges, dams, depots and other works on navigable and source streams with a view to equitable co-operation between waterways and railway facilities for the people.

Reintless With Railroads.

Relations With Railroads.

We recommend that any plans for improving the inland waterways shall take account of the present and prospective relation of rail lines to such waterways, and shall ascertain so far as may be whether such waterways when improved will be effectively used in the face of railway competition; and that the relations between railways and waterways be further examined with the purpose of devising means of rendering the two systems complimentary and harmonious and making such fair division of traffic that rates and management may be co-ordinated economically and with benefit to the country.

We recommend the adoption of means for ascertaining regularly all facts related to traffic on the inland waterways, and for publishing the same in a form suitable for general use.

We recommend the adoption of means for ascertaining and rendering available, at such rate as to meet public necessities, all requisite data related to the physical character and general utility of the navigable and source streams of the country.

We recommend that hereafter any plans for the use of fulland waterways in connected with interstate commerce shall regard the streams of the country as an asset of the people, shall take full account of the conservation of all resources connected with running waters, and shall look to the protection of these resources from monopoly and to their administration in the interests of the people.

Lines of Policy to Be Fellowed.

Lines of Policy to Be Followed.

Unes of Policy to Be Followed.

We recommend that the Congress be asked to make suitable provision for improving the inland waterways of the United States at a rate commensurate with the needs of the people as determined by competent authority; and we suggest that such provision meet these requisites, viz, expert framing of a definite policy; certainty of continuity and co-ordination of plan and work; expert initiative in the choice of projects and the succession of works; freedom in selection of projects in accordance with terms of co-operation, and the widest opportunity for applying modern business. rtunity for applying modern business

with terms of co-operation, and the widest opportunity for applying modern business methods.

We recommend that the Congress be asked to authorize the co-ordination and proper development of existing public services connected with waterways; and we suggest that such enactment might provide that the President of the United States be authorized, with the advice and consent of the Senate, to appoint and organize a National waterways commission to bring into co-ordination the Corps of Engineers of the Army, the Bureau of Solfs, the Forest Service, the Bureau of Corporations, the Reclamation Service and other branches of the public service in so far as their work relates to inland waterways, and that he be authorized to make such details and require such duties from these branches of the public service in connection with navigable and source streams as are not inconsistent with law; the said commission to continue the investigation of all questions relating to the development and improvement and villuration of all question relating to the development and improvement and villuration of all question of the battural resources related therewith all matters of irrigation, swamp and overflow land reclamation, clarification and purification of streams, prevention of soliwasie, utilization of rater-power, preservation and externation of floods, transfer facilities and sites and the regulation and control thereof, and the regulation and control thereof, and the regulation and commission be smpowered to frame and recommend plans for developing the waterways and utilizing the waters, and as suthorized by Congress to carry out the same, through established agencies when such are available, in co-operation with states, municipalities, communities, corporations and individuals, in such manner as to secure an equitable distribution of costs and benefits.

Projects of Pacific Coast.

Projects of Pacific Coast. The report says:

thereby developed three times that area can be reclaimed.

Improvement Pays for Itself.

Locks and other works to improve navigation produce water power which should be used for the benefit of the people and which in certain instances would pay the entire cost of the improvement.

Waterway simprovement affects drain—

ing and canalizing Sacramento, San Joaquin and Feather Rivers and the coastwise bays in such manner as to open California Valley to interstate and foreign commerce, and also for clarifying the streams, preventing floods and developing power; and in the Colorade system there are projects chiefly thus far for irrigation but prospectively for navigation and power.

At the 50th session (May 21) is was decided to propose a conference on the conservation of resources, to be held in Washington early in 1908, and a special committee was appointed to present the matter to the President of the United States.

States.
In his Memphis address on October 4 the President announced the intention of calling such a conference, and on November 13 he issued invitations to the Governors of the states and territories to meet at the White House, May 13-15, 1908; the conferees to comprise also three assistants or advisors to be selected by each Governor; the Senators and Rep-resentatives of the 60th Congress, the nembers of the Inland Waterways Commission, and representatives of certain National organizations dealing with na-tural resources. The Commission antici-pates from the deliberations of this conference results of the utmost value as regards both conditions and policies.

NAVAL OFFICERS LUNCH NEAR TEMPLE OF SUN.

Peruvians Provide Equestrian Exercise for American Tars-Sailors Go to the Mountains.

LIMA, Peru. Feb. 26.-Rear Admirals Charles M. Thomas, W. H. Emory and Charles S. Sperry and forty officers of the American fleet, together with 80 Peruvians, headed by the Min-ister of War, General Elaspuru, proister of War, General Elaspuru, proceeded on horseback this morning to
Pachacama, about 18 miles from Lima,
to inspect the famous ruins there.
They lunched beside the ancient
temple of the Sun, where friendly
toasts were drunk. The excursionists
returned to Lima at, 9 o'clock tonight.
There was also an excursion to
Mount Meiggs for the saliors, and in
addition a number of the visitors went

RECEPTION NOT SO ELABORATE

addition a number of the visitors went to the Inflernillo ravine to inspect the

Subscriptions in San Francisco Fall

Below Expectations. SAN FRANCISCO, Feb. 26.-A falling fleet reception committee may result in curtailing the elaborate plans for the reand entertainment worthy of the reputa-

This new condition was met this afternoon by the executive committee when Treasurer Ralston reported the total amount of cash in bank to be \$16,480. The finance committee announced that owing to the demand for large subscriptions to the fund for improving the sanitary state of the city, many persons who would otherwise have given liberally say they cannot afford to pay out more money.

Ball in Honor of Officers.

LIMA, Peru, Feb. 26 .- The ball given last night by the National Club in honor of the visiting American Naval officers was a most brilliant success. The elite of the capital city was well represented and among those present were the President of the republic, sev-eral members of the Cabinet, the American Admirals, the American Minister to Peru, Leslie Combes and the staff of the American Legation and the members of the Diplomatic Corps. The dancing was continued until 3 o'clock this morning. The streets surrounding the club were beautifully illuminated and the club building was tastefully decorated for the occasion, No less than 600 guests attended the function.

Raises \$16,000 to Entertain Fleet.

LOS ANGELES, Cal., Feb. 26.-The committee soliciting funds for the en-tertainment of the officers and seamer abourd the battleship fleet has obtained pledges covering \$15,000 of the \$25,000 which will be expended by the committee of citizens, headed by Postmaster Filmt. The city and county each contributed \$5000. The gniertainment will be repeated on four successive days. The men will be given free transportation to and from during the entire week.

Flotilla Sails for Callao.

WASHINGTON, Feb. 26.—The tor-pedoboat flotilla, under command of Lieutenant-Commander Cone. accompanied by the supply-ship Arethusa, now on its way to Magdalena Bay, left Talcahuano yesterday for Callao, a run of eight days. The torpedoboats will reach Callao some days after the departure of the battleships.

WITNESSES FOR PROSECUTION OF R. A. CROTHERS.

Defense in Tevis Libel Suit Declares It-Will Be Glad if It Is Carried Out.

SAN FRANCISCO, Feb. Abraham Ruef will be called to testify for the prosecution in the trial of R. A. Crothers and Fremont Older, proprietor and managing editor, respectively, of the San Francisco Bulletin, charged with hav-ing criminally libelled William S. Tevis, president of the Bay Cities Water Company, was announced by Assistant District Attorney William Hoff Cook, in court this morning.
"That's just what we want,"

clared Attorney Roche, of counsel for the defendants. "We should like to have the opportunity of questioning

Judge M. T. Dooling, of San Benito County, sitting for Judge Dunne, this morning asked the prosecution what steps had been taken to have Mr. Tevis in court. "I want to say," said Judge Dooling, "that so far as this court is concerned, it is perfectly indifferent whether these defendants are convictwhicher these derendants are convicted or acquitied. But I want all the
resources of this court exercised to
bring before it Mr. Tevis. H. L. Packard, an attorney of Bakersfield who
represented Tevis in a similar action
against Crothers and Older brought
in the courts at Bakersfield, and
which is still awaiting trial and any in the courts at Bakersheld, and which is still awaiting trial, and any other persons who may have knowledge bearing upon the case.

Assistant District Attorney Cook in

formed the court that numerous subpenas had been issued, but that some of them had not been served because the parties could not be located or were out of the jurisdiction of the court. "We understand that Mr. Tovis is in Albue, N. M.," said Cook

the entire state for him and for Secretary

New Models In Royal Worcester Corsets For

Spring Use

Are Here

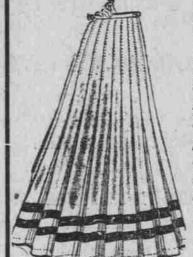
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Ladies' Home Journal Patterns For Sale In The Dress Goods Aisle-5th

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Smart Skirts Reduced

Walking Skirts for Women are specialized for Today in our Second-floor Suit Salons. These are durable, serviceable garments of late model and constructed of panama or broadcloth. They come in brown and navy blue only and the greater number are in pleated styles. Reductions are most extraordinary, quality is excellent and good wear is assured. Suitable for every day use, for the woman on shopping trips or for general wear.

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GRANITE IRON WARE,

25c Sauce Pans, 3-quart size, 88e Tea Kettles, 8-quart size,

for.... Universal Food Choppers, 79c reg. \$1.00; Thursday....

Universal Food Choppers, 98c reg. \$1.25, Thursday..... Universal Food Chopper \$1.15 reg. \$1.50, Thursday.. \$1.15 75c Wood Baskets, special 60c

65c Coal Hods, worth 45c,

Toothpicks, of hard wood, box Kitchen Forks, with wire handles..... Butter Paddles, of wood, 7c

25c Sink Straipers, of enameled wire, for..... Crumb Pan and Scraper of nickel, worth 30e Stove Brushes, regular 30c, for..... Nickeled Clothes Hooks, worth 25c, Thursday for.....

30c | Cake Turners, worth 10e, for..... Rolling Pins, regularly 10e, for..... Potato Mashers, of wood, 4c special..... Stove Lifters, worth 10c,

Rainier Mineral Soap at 4c Cake

RAINIER MINERAL SOAP for the PAPER NAPKINS of plain white bath, toilet or kitchen. Regularly 10c | crepe paper. These come 100 in a packcake, special Housekeepers' Day, 4c 1 dozen cakes for 45c or each POWDERED BORAX, in 1-lb. cans, 20-Mule Team brand, regularly worth 20c a can,

age and are regularly worth 15c 10c a bunch, Thursday price TOILET SOAP, in large size cakes, Royal Lilac Transparent Glycerine Soap, worth 10c

special at..... BATH SPONGES, of best quality, 50c values, special, each.....

the cake, special..... RUBBER GLOVES, in all sizes, 50c grade; 35c special, pair....

Wheeler, of the Bay Cities Water Cor pany, in order to subpens them," de-clared Attorney Roche.

The defense has subpensed former Su-pervisors James L. Gallagher, Jennings Phillips and Daniel Coleman, who are supposed to know something of the alleged deal by which the city was to acquire the Bay Cities Water Company as

a municipal water supply.

Two additional jurors, John Affolters and Theodore H. Frolich, were secured this morning, which leaves two yet to be obtained. Twenty names were drawn from the large jury box this afternoon, and the sheriff was ordered to have the persons in court at 10 accept to morning. municipal water supply. persons in court at 10 o'clock tomorrow

New York-E. H. Harriman celebrated his oth birthday by attending the opening of both birthday by at the McAdoo tunnel.

PALE, WEAK, NERVOUS, WITHOUT APPE-TITE-ALL RUN DOWN.

Conditions Following the Grip, Typhoid Fever, Pneumonia, and other Blood Poisoning, Prostrating Diseases.

What Many Are Doing, Others Should Do.

The grip and other blood-poisoning, prostrating diseases have been unusually common this winter, perhaps on account of the prolonged absence of snow. They have left many of

their victims pale, weak and Nervous, Without Appetite, and in that generally run-down condition in which there is great susceptibility to disease and in which the general resterative. Hood's Sarsaparilla, is always demanded. Many of these people are now taking this are now taking this

Great Medicine, not only to cure the ills they have but also to avoid others. and many more should take it, begin-ning at once, and if they need a ca-thartic should take Hood's Pills, the tonic cathartic, "easy to take, easy to operate," and strength-giving. Severe Attack—'My father had a severe attack of the grip. He took Hood's Sarsaparilla, and it gave him an appetite and relieved him of all the

effects of the disease." Jos. M. Gerold, 231 Woodbine Street, Brooklyn, N. Y. Worked Like a Charm-"My boy had the grip. I gave him Hood's Sarsa-parilla and it worked like a charm. He had not taken one bottle before he had a good appetite and was growing fleshy again." Mrs. G. W. Jones, Winchendon, Mass.

TEA

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ily attached to any make of family sewing machine The Cost for current will not exceed one-

half cent an hour.

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