## PORTLAND TO PAY HONOR TO LINCOLN

Centenary Will Be Celebrated at Many Gatherings in All Parts of City.

#### BIG MEETING AT ARMORY

Grand Army and Other Bodies Will Hold Exercises and Banquet Is to Be Given by Union Republican Club.

#### ASK FOR LEGAL HOLIDAY.

The City Council yesterday after noon adopted a resolution, requesting Governor Chamberlain to declare torrow a legal holiday, in honor of the centenary celebration of the birth of Abraham Lincoln. The resolution was wired to the Governor at once by City Auditor Barbur.

are planning to do honor to Abraham Lincoln upon the 100th anniversary of his birth tomorrow, are the local Grand Army posts, the churches and Jewish organizations. Exercises by these bodies will be in addition to the public meeting at the Armory.

at the Armory.

The programme at the Armory will begin at 2 o'clock, and while Judge George H. Williams, who was originally scheduled to address this meeting on his personal reminiscences of Lincoln, will not be present, owing to an engagement at Forest Grove, the numbers will be most appropriate. The committee in charge of these exercises consists of the following: Dr. W. I. Cottell, R. E. Mensfee, C. E. Lockwood, Alexander Sweek, E. J. Jaeger and F. E. Newberger. They have arranged the programme and will have charge of the exercises. Governor Chamcharge of the exercises. Governor Cham-beriain, Mayor Laue, Wallace McCamant and other speakers will pay tribute to the memory of the martyred President, and Archbishop Alexander Christic will give the benediction. The programme is as

#### Programme at the Armory. During assembly-Patriotic airs by the

Overture—By the band. Introduction of the presiding officer by saliman Cottel. Speech covernor Chamberlain, presiding. orech - Mayor Harry Lane.
Sections sold - N. L. Howman.
Overlion - Abraham Lincoln. Wallace

Oretion—"Abreham Lincoln," Speech. Teacher Lincoln's Gettysburg speech. Speech "Lincoln's Gettysburg speech. Teacher "Lincoln and the Laboring Man," C Young Lincoln and the Colored Man," Lincoln Star Spangled Banner," Rosa Song—The Star Spangled Banner," Rosa

Sing. The Star Spangind Banner, Rosa Bleech Batter. Singing of "America," led by Mrs. Bauer. Benedletion. Archbishop Christic. George Wright Post, No. 1, and Lincoln-Garfield, Post No. 3, will unite at G. A. R. Hall, on the northeast corner of Morrison and Second streets, at 8 P. M., when an appropriate programme will be rendered. This meeting is in charge of the following committee: G. E. Caukin, A. E. Borthwick, Enos Swan, D. J. Haynes, Colonel James Jackson and H. H. Northup. The programme is as fol-

Call to order—Chairman G. E. Caukin.
Invocation—Rev. J. F. Ghormley, D. D.
Music—Red. White and Hue." band,
Omrade Charles E. York, director.
Heading—Lincoln's Gettysburg Address,
rofessor William M. Rasmus.
Selection—Dear Refuge Never Failing,"
eteran Male Quartet, W. N. Morse, C. W.
recri A. W. Mills, C. H. Bestow.

Veteran Male Quartot W. S. Morao, C. V.
Tracyl A. W. Mills, C. H. Bestow,
Recitations—Members of George Wright
Railef Corps, Maida Byrnes, Elizabeth
Elivera Millie Morse, Mary Hunter, Elizabeth Griffith, Sadie Hamilton
Selection—Washington and Lincoin,"
Veteran Male Quartet.
Address—Comrade D. J. Haynes, Commander Lincoln-Garfield Post.
Music—"Southern Breenes," by band.
Recitations—Members Women's Relief
Corps, Louise Severance, Maud Gliman,
Heien Lamar, Margaret Reed, Sarah Hawkins.

Selection-"Battle Hymn of the Republic." Veteran Quartet.
"America," band, quartet and audience.
Benediction.

#### Meeting in East Side Church.

Arrangements have been completed for celebration and memorial night at Centenry Methodist Episcopal Church. While the arrangements have been made by a committee of Sumner Post, G. A. R., it is for all G. A. R. posts and Women's Relief Corps and citizens generally. The general programme will be as follows:

Music. instrumental; invocation, Chap-lain W. T. Kerr; "America," audience and cheir; poem, "Lincoln," Comrade D. N. Butrell; Gettysburg address, Comrade L. McGowan; "Lincoln as a Man," C. E. S. Wood; "Battis Hymn of the Republic," selo with chorus by the audience; "Lincoln as a Christian," Rev. Clarence True Wilson; "Nearer My God to Thee," audience; bene-diction.

All the large Jewish organizations will unite with Temple Beth Israel, at 8 P. M., to celebrate the anniversary. The organizations represented will be the two lodges of the B'un. B'rith, the B'rith Abraham, the orthodox and reform syna-gogues, the Council of Jewish Women and the Hebrew Benevolent Society. The regular Friday night service will be en-hanced by a rendition of the great chants and songs of the synagogue, while the life and character of the great President will be the theme of addresses by D. Solls Cohen and Rabbi Jonah B. Wise. The choral work of the temple is under the direction of Mrs. Rose Bloch Bauer, and the following music, in addition to the service, will be given.

"Lift Up Your Heads," Mrs. Bauer, Rev. Mr. Heiler and choir; "O Divine Redeemer," Gounod, Mrs. Bauer; "Come Te That Weep," Faure, Mr. Boyer and Mr. Zan, "Father Only," Rotol, Madames Bauer and Bradie, Mesers. Zan and Boyer,

The Union Republican Club will give a banquet at the Commercial Club, beginning at 8 o'clock. It will be presided over by President Sylvester C. Pier, of the club. Archbishop Christie will deliver the invocation and the guests will addressed by Governor Chamberlain, llism D. Wheelwright, H. H. Northup. J. H. Davis, Colonel James Jack-son, Reverend A. A. Morrison, Captain C. S. Pond, U. S. N., and others. The members of the W. C. T. U. will offer for sale upon the streets and, through the courtesy of Postmaster Minto, in the Postoffice lobby, badges bearing a reproduction of the Brady por-trait of Lincoln, and the dates, 1809-1909

#### WILCOX AFTER BUILDING Report That He May Buy Olds, Wortman & King Annex.

Since actual operations have begun o the Pennoyer block for the Olds, Wort-man & King building rumors have been circulated that the Sixth-street frontage occupied by the firm is to be taken over by T. B. Wilcox, or at least is to bebe erected by Mr. Wilcox at Sixth and

The building in question is 50x100 and is | Children's shoes reduced at Rosenthal's,

a substantial 5-story brick with steel frame. It is reported that examination by competent architects shows that the walls are of sufficient thickness to carry additional stories, in case it is desired, and

additional stories, in case it is desired, and that the building may be curried up to twice its present height.

Charles K. Henry, when asked yesterday afternoon if there is any foundation for the rumors, sad that in conference with Drs. S. A. and E. C. Brown, who own the building, he suggested that if they would join in a party wall with Mr. Wilcox on the south he was inclined to the opinion that when the corner building was ready to be started there could be was ready to be started there could be an arrangement made to make the structure front 100 feet on Sixth street, making the building occupy the entire quarter block. He said that Dr. S. A. Brown seemed to be favorably impressed with the idea and that there is a strong probability that the owners will arrive at a

satisfactory arrangement before the corner building is begun.

Mr. Wilcox owns 50 feet frontage on Sixth and 109 on Washington street. He is absent from Portland at the present time, but Mr. Henry not only acted as his representative in the purchase of the corner, but also in the purchase of the site where the annex of the Imperial Hotel at Seventh and Stark is now going up. Just what further negotiations may be in view concerning the Sixth and Washington improvement will remain in statu que until the return of Mr. Wilcox

from California in March. Leases of the stores on the property have some time yet to run, but it is said by those in close touch with the situ-ation that these may be canceled before expiration on a satisfactory basis to the tenants, and that no unnecessary delay will occur on that score, once it has been decided to start building. So far as known Mr. Wilcox has made no conclusive plans for the character of building he intends for his corner further than that it is to be at least 12 stories in height, which would mean an office Among the Portland organizations that building. The site is regarded by realty planning to do honor to Abraham men as the choicest location in the heart

of the city for such a structure. One proposal in the suggestion made to the Doctors Brown was that if a joint building be erected a central entrance both buildings and joint elevators in-stalled. That plan, of course, would mean even floors in both buildings and would provide deep stores from Washington street frontage.

E. P. Mall has concluded sale of 50x100 on Raleigh street between Fourteenth and Fifteenth from Lillian Hobkirk to John J. Kadderly for a consideration of \$25,000. This price is about on a parity with re-cent operations in the northwest district The lot has more than doubled in price in the last four years.

#### STATEMENT BY MR. NELSON

Explains His Side of Central Oregon Railroad Fight.

W. F. Nelson, who was mentioned by Mr. Cotton as being the man behind the Oregon Trunk Line, was at yesterday's meeting and made the following statenent last night:

"Mr. Cotton goes into details as to how "Mr. Cotton goes into details as to how his company has been struggling since 1906 to build this road into Central Oregon and even how he had helped to carry down to the bank on July 24, 1908, \$37,-724.99 to buy off our company. This was one of the Harriman bargain days, hence the 99 cents. By the way, I held an umbrella over the money bags on the way to hank so the Harriman official would

brella over the money bags on the way to bank, so the Harriman official would not faint before he reached the bank.

"Mr. Cotton, in telling his troubles, did not tell the other side. He says his company started in 1906 to run a line up the Deschutes River, but he does not say how much line they ran. The fact is, they only located about 35 miles in 1906, and then quit work until September, 1208, thinking they had delivered a solar. thinking they had delivered a solar plexus blow, while the Oregon Trunk had located its line about 100 miles in 1906 and

located its line about 100 miles in 1908 and filed its maps.
"Mr. Cotton also attacked the right of the Oregon Trunk Line to do business in the State of Oregon, but at the same time he admits he offered to pay \$34,000 for the same rights and, in fact, they offered more than twice that amount. Why should he want to buy at any price if we had no rights? Why should he want the Chamber of Commerce to help get the Chamber of Commerce to help get these worthless rights out of the way?

"I will tell you why. Because today the Oregon Trunk Line is the only bona fide corporation in the State of Oregon headed for Central Oregon that is not owned and controlled by the Harriman system. They are also afraid it might become a link in some other transconti-nential road. Mr. Cotton also puts, great stress on being held up by water rights. This is all both. The Oregon Trunk Line is not being held up by the water companies, so his company could not be. "Another thing. In 1906, when Mr. O'Brien started in to survey up the Deschutes, I asked him if he wanted to build. He told me no, they did not, but they did not want anyone else to build, as they might want to some day.

"I am very glad to see that the busi-ness men of Portland have their eyes open. This seems to be one time the Harriman promises failed to satisfy the demands of the people. It is a great wonder that the Harriman system does not ask the Legislature to pass a law prohibiting any other company from building a road in its territory or the State of Oregon. There is a great deal more that might be said in behalf of the Oregon Trunk Line, but I will leave that for another chapter.'

#### PERSONAL MENTION.

R. L. Durham, vice-president of the Merchants' National Bank, left last night for Santa Barbara, Cal., where he is to join his family, who have been in the South on a visit. He intends to return about the first of the coming month. Charles K. and Charles W. Henry, with their families, left last night on a trip to California cities, where it is their in tention to inspect some of the recently constructed office buildings with the view of adopting new features that may have been introduced there in the Henry building, now under course of erection at Fourth and Oak streets. They expect to return to Portland early in March.

R. C. Lange, of Chehalis, Wash., sec etary and general manager of the Spirit Lake Power & Mining Company, is at the Portland Hotel, with an exhibit of ore from the company's mine. He res ports that the company is expending a large sum of money on the development of the mine and is installing a holsting and pumping plant and sinking a 1600-foot shaft.

#### Marriage Licenses.

HAYNES-POLLOCK-O. L. Haynes, city, 1; Sallie Pollock, 18; SAPP-HARLER-Oscar Sapp, city, 22; SAPP-HARLER—Oscar Sapp, city, 22; Emma S. Bahler, 20, MORROW-WALRATH—Ben S. Morrow, ity 25; Florence E. Wairath, 21; GUNDLACH-WILES—George A. Gundiach, ity, 35; Edith F. Wiles, 22; ROBERTS-CANTRELL—B. F. Roberts, ity, 23; Della Cautrell, 25; ELLIS-DAY—Robert H. Ellis, city, 21; BERKEY-LEWIS—Fred L. Berkey, city, 25; Esther Lewis, 18; CRAIG-MORLEY—T. H. Craig, city, 28; Utye Morley, 29; Olive Morley, 29. HOPPER-ELDER-O. D. Hopper, city, 34; Margaret C. Elder, 34. EARP-OWEN-Roy Earp, city, 27; Eloise Owen, 10.

MAAS-DITTMER—E. F. Mans, Seattle, Wash. 25. Calls Dittmer, 12.

ANGELL-M'NEILL-E. W. Angell, Jr., Ekhorn, Or., 28. Emma McNeill, 28.

LAND-AERY—Philly Theodore Land, city, 29. Oille Minta Acry, 25.

Wedding and visiting cards W. G. Smith

Merchants Seek Means of Relief From Harriman in Oregon.

FACTS INSIDE RAILROAD

Despite Plea of O. R. & N. Counsel, Chamber of Commerce Will Send Lobby to Salem for the

(Continued From First Page.)

Desired Measure.

for this railroad development? Are you going to wait forever? If not, who will put up the money to build these rail-Either this state must do it or wait until some outsider comes here and bullds them. Harriman is never interested in building until someone else starts in. He was not interested in the Deschutes line until he started chasing Porter Bros. up that river. We have seen that if another road seeks to cominto Oregon, Mr. Harriman regards it as a private affront and this state his private domain. How long are you go ing to stand it and what is your relief?

#### Cannot Wait Forever.

"Under the proposed legislation, state aid will mean state control of the road until payments of the money advanced are assured. Shall this constitutional amendment, which removes the block to self-help in railroad matters pass? The state goes into every branch of highways and transportation matters, why not into railroad building? Is anything worse than to live here forever waiting for some foreign citizen to act? This time may indeed be inopportune, but this state should not be forever a constitutional baby with hands forever tied against self-help."

J. N. Teal followed with a talk along the same line, giving statistics calculated to show that the country east of the Cascades is rich enough to pay any railroad that develops it. "There are two policies of railroad building," said Mr. Teal.

caces is rich enough to pay any fairbast that develops it. "There are two policies of railroad building." said Mr. Teat. "That followed by Mr. Harriman in this state has been told not to trouble to build railroads just so long as nobody else starts in. Repeated promises have been made to build, but they have resulted in continued disappointment. Last Sum-mer Governor Chamberlain visited Mr. Harriman at his Summer lodge on Peli-can Bay, and the Union Pacific magnate can play, and the would build at once into Central Oregon. We have been told that agitation and stirring up the question would create antagonism and would be worse than ever. Nothing the people of this state have ever done has justified for about \$210,000, and that to please the action of the Harriman interests in wire. I never wired, and the matter so long neglecting the development of the

ends of 79 per cent on both common and preferred in 1908.

"It is just as easy to go to Eastern Oregon today as it was then I was born in this state." Mr. Teal. "The only things that can be raised there must be able to get out on their own legs or they cannot get

William D. Hanley, of Burns, Harney County, was in attendance at the meet-ing and he was called upon to tell what the country offered in an agricultural He said there are hundreds and hundreds of square miles of as farming land as can be found any

### Only Promises, Says Hahn.

Henry Hahn, who was until recently chairman of the transportation commitbriefly of the richness of the country and the need of better communication with that section. He said of the 60, 000 square miles east of the Cascades, 40,000 barely have a foot of railway. "That is the country that needs relief." said he. "We have had promises in plenty; what we want is something more than promises."

Mr. Cotton, who had sat calmly by and endured all this roasting, secured the floor and delved into recent railroad hisfloor and delved into recent faircad his-tory, showing how the Central Oregon line had been delayed by circumstances wholly beyond the control of the people he represented and, in fact, in spite of every effort they had made. He said: "I do not care anything about the amendment proposed, but there have been other matters discussed that should be of some interest to the Chamber of Comerce and one of them is the attempt of the Harriman lines to build into Central Oregon. Much that has been said today has been taken from newspaper articles hastily gotten together and in which no effort was made to get the facts from the Harriman interests. I do not agree with Mr. Teal's figures on the surplus of the O. R. & N. Company, for the sur-plus quoted by him is partly represented by interest on money in the O. R. & N. treasury. I venture to say that the \$14,-000,000 invested in the O. R. & N. by the Oregon Short Line in 1889 has brought smaller returns than any other \$14,000,000 ever invested in this state.

"On February 1, 1906, the Deschutes Rallroad was incorporated. Surveys were made in the Spring of 1906, and maps for the first 40 miles were filed with the Secretary of the Interior. About February of the company was made and immediately thereafter W. F. Nelson incorporated the Oregon Trunk Line. This took place February 24, 1906, in Nevada. Under the provisions of the Nevada law, this was a corporation that was prohibited from doing business in the state in which it was incorporated. It was one of the rare instances of a corporation being brought into existence in which the mother discoved its yet unborn child.

#### Had to Change Survey.

The Oregon Trunk Line never cor with the laws of this state, unti piled with the laws of this state, until April 3, 1906. The survey of the proposed oregon Trunk Line was made before this date, or it was purported to have been made, but no proper survey could have been made within the time allowed, with the engineering forces in the employ of the concern. We were asked by the Reclamation Service to elevate our surveys 100 feet, in accordance with a project along the Deschutes, and we did so, and that the new maps on July 13, 1906. We along the Deschutes, and we did so, and filed the new maps on July 13, 1906. We



Boys'

Shoe

Come

## if Possible Now It's Boys' Shoes

Clean-up time with us means every department in this big store. Boys' shoes must take their turn. Beginning today we offer the following:
260 pairs of Boys' School Shoes in solid box calf and velour leathers, values up to \$2.50 per pair. Your choice at



ere informed that the right of way maps

Line, nevertheless, in order to get ahead with the work, we concluded to buy and advanced for this purpose some \$17,000, but insisted on certain possible stock rights being cleaned uppossible stock rights being cleaned up-The Oregon Trunk Line people were unable to make deliveries of what they proposed and in the meantime there had been newspaper announce-ments that Mr. Harriman desired to build up the Deschutes and negotia-tions were broken off by the Oregon Trunk Line people

## Want \$310,000 for Stock.

"On December 10 I was told that all the stock could probably be acquired still stands.

Shows Earnings of Roads.

Mr. Teal quoted from a table of figures showing the earnings of the O. R. & N. Company. These indicate that the company operated a mileage of 1659 in 1897, with not earnings of \$1.88,556 and a surplus for dividends of \$1.23,457. In 1908 the mileage was 1254, with net earnings of \$6.8229 and a surplus for dividends contained to the Deschutes Power & Development Company, which represented to the Department of the Interior that our line should be constructed 100 feet to the bowet the water line of the Deschutes River as far up from its mouth as Sherars bridge, a distance of about 40 miles.

"I thought that in fighting the contest with the Oregon Trunk would result in our maps being approved such that the our maps have been approved, although original maps were filed in 1906. Since November, 1908, our maps have been held up through the influence of the Deschutes Power & Development Company, which represented to the Department of the Interior that our line should be constructed 100 feet to the Department of the Interior that our line should be constructed 100 feet to the Department of the Interior that our line should be constructed 100 feet to the Department of the Interior that our line should be constructed 100 feet to the Department of the Interior that our line should be constructed 100 feet to the Department of the Interior that our line should be constructed 100 feet to the Department of the Interior that our line should be constructed 100 feet to the Department of the Interior that our

if the Chamber of Commerce wants to ald that railroad construction that we have been trying to build since 1906, I think you can help.

"Some years ago Mr. Harriman pro-posed extending the Columbia Southern road, but he was advised, as I have been informed by practical men, that an ex-tension of the Columbia Southern line was not a practical route, and I understand that Mr. Stanley, who is heavily interested in the country, is of the opin-ion that an extension of the Columbia Southern is not the proper rqute to de-velop the district, and the Deschutes route is much to be preferred. I make this statement in order that Mr. Harriman's action in regard to the matter may be clearly understood

#### Maps Not Yet Approved.

"From February, 1906, until the present time we have been struggling with such a degree of energy as we have been able to apply to the task, and our maps up the Deschutes have not even been approved, although there is no reason why they should not be. I would like you help to get these maps approved. In addition, if you want to pass this constitutional amendment, why, I am per-

"Mr. Harriman made large investment "Mr. Harriman made large investments on Coos Bay. He told the people of that district if they would guarantee a return on the actual cost of building a road into that region of 4 or 5 per cent, I am not certain which it was, he would build. This seems to me was a fair proposition and for all I know the offer still alrands." and for all I know the offer still stands."
"How can the Chamber of Commerce
help?" Mr. Cotton was asked.

help?" Mr. Cotton was asked.
"The point at issue before the Interior
Department," he replied, "seems to be
whether the project of the Deschutes
Power & Development Company is more important than a railroad running up the Deschutes. The Interior Department is w undecided. I think a little bit of now undecided. I think a little bit of push down there at Washington would help. If the Governor would take the matter up when he goes in March, and if Senator Bourne and the other Representatives would act, I am sure it would sentatives would act, I am sure it would help. The Reclamation Bureau had one project near the mouth of the river and asked up to change our survey so as to go up 50 feet higher. We made this change in our surveys. This is, so far, the extent of the Reclamation Service's interest in the matter."

#### Asks Cause of Delay. "Why has Mr. Cotton waited all this

time to tell us the inside history of this matter and why should he come here new, when another matter is up, and ask up to help him?" demanded A. H. Devers. Herman Wittenberg contributed to the general unpleasantness by doubting the facts behind Mr. Cotton's statement. "I honestly believe," said he, "that if Harriman had wanted those maps registered at Washington, they would have been. I think the question is one of delay entirely. But I do not believe we will be midetracked. I think this Chamber ought to pass a resolution favoring the amendment so that if Mr. Harriman does not come through, we can go ahead. We are not anxious to have the state go into the railroad business, but we are forced to go into it. I would move you that it facts behind Mr. Cotton's statement. go into it. I would move you that it is the sense of the transportation com-mittee that this Chamber recommend the



# St. Valentine Specials

Violet Ice Cream, With Bleeding Heart Center, 75c Quart

We are also prepared to make other frozen dainties suitable for the day, if proper allowance for time is made.

#### Hazelwood Cakes and Candies

Our full and complete stock to select from, including many dainties especially prepared for St. Valentine's Day.

Phone M 798

## The Hazelwood Cream Store

388-90 Washington Street

## Our Business Has Been Demoralized by the Closing of the Madison-Street Bridge

We must close out our big stock of Wines and liquors, and to do so we have cut the prices to about 40e on the dollar. Everything must go, regardless of cost. Commencing this day, and until the entire stock is closed out, we shall offer as follows:

1000 gallons of Port W ne, regular price \$1.25, at 55¢ per gallon. 1000 gallons of Port Wine, regular price \$1.50, at 65¢ per gallon. 1000 gallons of Port V/ine, regular price \$2.00, at \$1.00 per gallon. 1000 gallons of Muscat Wine, regular price \$1.50, at 75¢ per gallon. 1000 gallons of Muscat Wine, regular price \$2.00, at \$1.00 per gallon. 1000 gallons of Angelica Wine, regular price \$1.50, at 75¢ per gallon.
1000 gallons of Angelica Wine, regular price \$2.00, at \$1.00 per gallon. 1000 gallons of Tokay Wine, regular price \$1.50, at 75¢ per gallon. 1000 gallons of Tokay Wine, regular price \$2.00, at \$1.00 per gallon. 1000 gallons of Claret, regular price 75c, at 35c per gallon.

1000 gallons of Old Crow Whisky, regular price \$6.00, at \$3.50 per gallon.

1000 gallons of Old Private Stock Whiskey, regular price \$5.00, at \$3.00 per gallon. 1000 gallons of Extra Fine Bourbon, regular price \$5.00, at \$2.50 per gallon. 1000 gallons of Lion Rye, regular price \$3.50, at \$2.00 per gallon. 1000 gallons of Blackberry Brandy, regular price \$3.00, at \$1.50 per gallon. 1000 gallons of Grape Brandy, regular price \$4.00, at \$2.50 per gallon.

1000 gallons of Jamaica Rum, regular price \$4.00, at \$2.50 per gallon. No more than four gallons will be sold to any one customer.

#### LAKE ERIE WINE AND LIQUOR CO. 234 FIRST STREET, COR. MAIN Telephone Main 70.

of Commerce did not desire to assist the Deschutes Raliroad Company in its ef-fort to get its maps approved, he was satisfied to go shead and do the best he

C. W. Hodson questioned the wisdom of adopting the resolutions suggested, and doubted that those in attendance Nearly everyone stood up, and Mr. Hodson gave up the attempt to stem the tide

Strong Resolutions Adopted. Mr. Wittenberg then submitted the following resolution:

following resolution:

Resolved that the Portland Chamber of Commerce approves the amendment to the constitution permitting the state or a district thereof to construct railroads as amenas to self help, in the development of the state; and
Resolved that the Portland Chamber of Commerce favors a bill to create a Highways Commission to formulate detailed plans and collect data relative to the construction of railroads in the state and that the President be authorized to appoint a representative delegation to go to Salem and gree the passage of the measures.

The vote was unanimous in its favor, and President MacMaster named the fol-

and President MacMaster named the fol-lowing committee to go to Salem today to work for the passage of the amendto work for the passage of the amendment giving the state power to foster rallroad development; Henry Hahn, A. H. Devers, Herman Wittenberg, W. B. Honeyman, L. Allen Lewis, J. N. Teal, Oscar Heintz, I. N. Fielschner, Phillip Buehner, J. A. Keating, C. S. Jackson, J. C. Ahnsworth, J. C. Flanders, George Cornwall, F. E. Beach, W. M. Ladd, George Lawrence, C. E. S. Wood, H. W. Corbett, S. M. Mears, Edward Ehrman, S. C. Kerr, L. J. Wentworth, W. B. Corbett, S. M. Mears, Edward Ehrman, S. C. Kerr, L. J. Wentworth, W. B. Glafke, W. B. Ayer, C. F. Adams, W. D. Wheelwright, F. W. Baltes, H. C. Camp-bell, Phil Metschan, J. W. Ganong, Ed-ward Cookingham, A. L. Mills, William MacMaster, John Gearin, Charles T.

This committee will go to Salem this afternoon by special train over the Ore-gon Electric, leaving the city at 2 o'clock,

#### BOTH GAINED By Change to Postum

"We have given Postum over a year's trial," writes a Wis. lady, "and our only regret is that we did not try it before. Previously we used coffee twice a day and were very fond of it.

"My husband had been subject to severe attacks of sick headache for years and at such times could not endure the sight or smell of coffee. This led me to suspect that coffee was the cause of his trouble.

I was also troubled very much with acidity of the stomach and heart palpi-tation after meals. I had been doctoring for this but had not suspected that coffee

Finally we purchased some Postum and "Finally we purchased some Postum and it did for me what the medicines had failed to do. The first day we used Postum I noticed less of my own trouble, the second day was entirely free from it and have never been troubled since.
"My husband has been entirely free from attacks of sick headache since he from attacks of sick headache since he quit coffee and began to use Postum.

"I have heard people say they did not like the flavor of Postum, yet I have served it to them without detection, because it has the color and snappy coffee tasts, similar to mild high-grade Java. This shows they had not made it right. When made according to directions on pkg, it is as delicious as coffee and besides it is wholesome."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Well-ville," in pkgs. "There's a Reason." Will Do Without Chamber.

Will Do Without Chamber.

Mr. Cotton replied that if the Chamber

reaching Salem at 4, and leaving for the return trip about 6 o'clock this afternoon. A conference has been arranged immediately upon arrival at Salem with The Fountain Head of Life

Is The Stomach A man who has a weak and impaired stomach and who does not properly digest his food will soon find that his blood has become weak and impoverished, and that his whole body is improperly and

insufficiently nourished. Dr. PIERCE'S GOLDEN MEDICAL DISCOVERY makes the stomach strong, promotes the flow of digestive juices, restores the lost appetite, makes assimilation perfect, invigorates the liver and purifies and enriches the blood. It is the great blood-maker, flesh-builder and restorative nerve tonic. It makes men

strong in body, active in mind and cool in judgement. This "Discovery" is a pure, glyceric extract of American medical roots, absolutely free from alcohol and all injurious, habit-forming drugs. All its ingredients are printed on its wrappers. It has no relationship with secret nostrums. Its every ingredient is endorsed by the leaders in all the schools of Don't accept a secret nostrum as a substitute for this time-proven remedy of known composition. Ask your neighbors. They must know of many cures made by it during past 40 years, right in your own neighborhood. World's Dispensary Medical Association, Dr. R.V. Pierce, Pres., Buffala, N. Y.

# Clean Sweep

If you contemplate home furnishing you cannot afford to miss the exceptional opportunities we are offering you during this sale. We are making a clean sweep of all the broken lines and odd pieces. It will pay you to see these big values.

LOW RENTS

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