

SOLDIERS WILL GO

Vancouver Troops Ordered to Philippines.

OTHERS WILL COME HERE

Army Men in Hawaii and Far East Isles Will Be Relieved, Second Field Artillery Coming to Replace Them.

RAILROAD CAPITAL COY

MOODY SAYS ADVERSE LEGISLATION HURTS WEST.

Great Road-Building of Future to Be in Northwest, Says Pennsylvania Road Official.

UNIONS SHOW HAND

Labor Will Use Millions, if Necessary, in Los Angeles.

TIMES JURY IS ACTIVE

Attorney for Iron Workers and Organizer for Western Federation of Miners Are Questioned by Inquirers.

OFFENDERS ARE HIT AT

M'ALLISTER WOULD SEE FIVE SALOON LICENSES REVOKED.

MANAGER SAYS HOME RULE ASSOCIATION WILL ASK COUNCIL TO PUNISH MEN WHO SOLD LIQUOR SUNDAY.

WOMAN ANXIOUS TO VOTE MAY LEAVE OREGON.

Washington Secretary Gets Inquiry That May Mean Establishment of New Colony.

BALLOT LURES SETTLER

OREGON IMPORTS TURKEYS

Corvallis Commission Merchant Sets Pace for Other Buyers.

COMMITTEE PROBING RIOT

Members of University of Oregon Faculty Trying to Fix Blame.

WASTE FRUIT TO BE USED

Denatured Alcohol Still to Be Built at Vancouver by Grange.

MARKET VALUE UNCERTAIN

Railroad Commissioners Reject Basis of Taxation of Railroads.

association of Railroad Commissioners elected these officers: President, R. Hudson Burtz, of Florida; secretary, W. H. Connolly, acting secretary of the Interstate Commerce Commission, and assistant secretary, William Kilpatrick, of Illinois.

Many delegates opposed the adoption of the report of the committee on railroad taxes and plans for ascertaining the fair value of railroad property, the opposition taking the ground that market value was impracticable as a basis of taxation of railroads generally.

The convention refused to adopt the report, as well as the reports of the committees on rates and rate making and on car service and demurrage.

The committee report was adopted, recommending that the Interstate Commerce Commission early prepare rules and regulations for carrying into effect the uniform classification of freight, and to give to the commissions of the various states and all parties interested an opportunity to be heard before final adoption of the uniform classification.

Legislation adverse to the railroads has done incalculable damage to the West and Northwest in its effect in discouraging capital.

"The agitation aroused by this Legislature to follow the lead. When they hit the railroads. As a result we have been proceeding in an uncertain manner, not knowing what would come next."

He added that the railroad interests of the East were glad that the control of the National Government had been divided between the two great political parties by the recent election, as in this way neither will be able to do much harm to the railroads now can make some improvements and spend some money on extensions, he said.

Both men are of the opinion that it is economically impossible for a railroad to operate its passenger business, even in the most congested districts, on a 2-cent-a-mile basis.

good, they saw in the thickly settled country served by the Pennsylvania and applies even more aptly in the more sparsely populated sections, such as Oregon and Washington.

"The great railroad work of the future will be done in the Northwest," said Mr. Kimball. "This is a growing country with every natural advantage, and the outlook for the future is indeed brilliant. All that is needed is encouragement—which means only an absence of discouragement—and they will develop the country."

Each of the eyes of the Eastern railroad world were turned upon the Northwest, inasmuch as the conditions plainly point to a growing country of Eastern and Middle Western lines to the Coast. While the time has not yet arrived for another Coast road, they predict that Oregon will reach out from its present terminus at Lander, Wyo., and build through the fertile country of Southern Idaho and Central Oregon to Portland. Should the Rock Island find an outlet west of Denver, that road, too, will add the necessary connecting link that will give it a Portland terminal, they declare.

The ordinance which the Home Rule Association will present at the next regular meeting of the Council, Wednesday, November 23, will, according to Mr. McAllister, be presented in every other municipality in the state. The measure provides for a revocation of the license of a saloon man in punishment for the third offense, and especially heavy fines in punishment for the first and second offenses.

bullet Passes Engineer's Head.

DAYTON, Wash., Nov. 17.—(Special.)—While motorcar No. 2 on the O. R. & N. was speeding towards Dayton

Wednesday night, a shot was fired through the window of the engine-room, narrowly missing D. R. Terrell,

engineer. The car had reached a point opposite the Columbia County Poor farm and was running at a speed of 30 miles an hour. The bullet shattered a window above Engineer Terrell's head, and, taking a diagonal course, passed through another window on the opposite side of the car. Mystery surrounds the affair.

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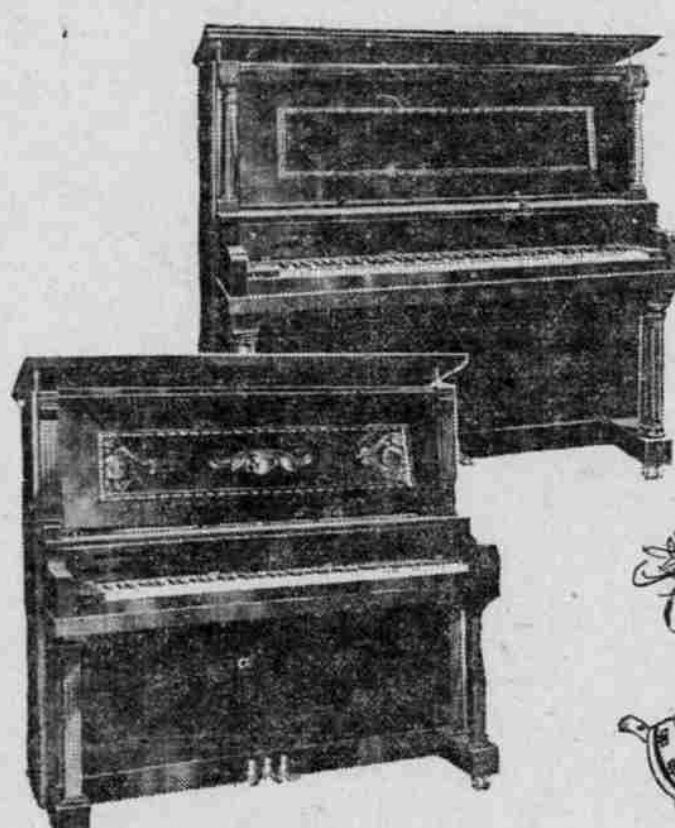
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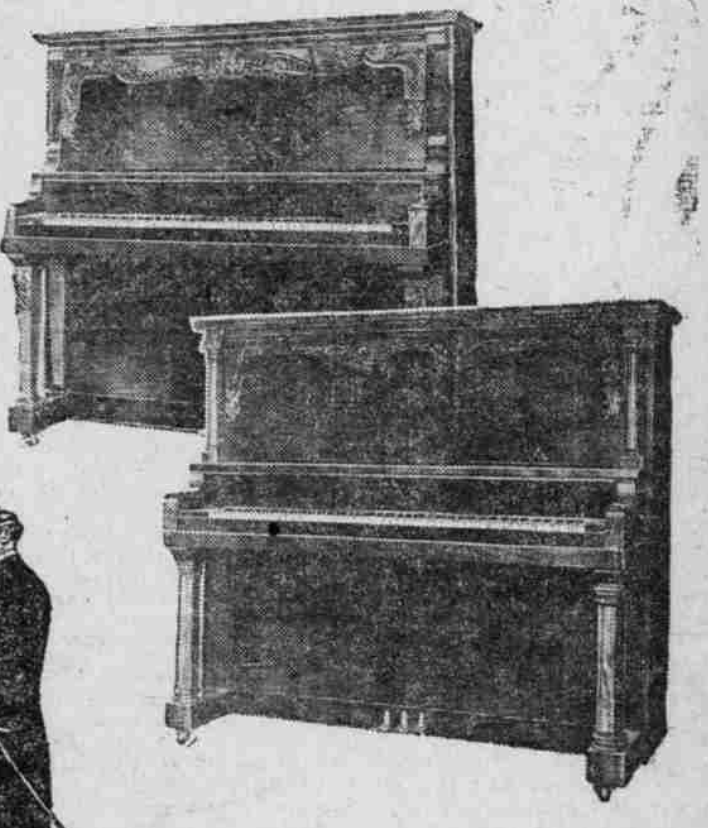
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An Eastern Dealer Fails, Factory Sacrifices Unpaid-for Order. Another Striking Example of Eilers Way

THE makers of a celebrated make of pianos, on being advised of the failure of an Eastern music dealer, telegraphed Eilers Music House, offering for cash another carload of these fine instruments, which they had in cars ready to ship to this unfortunate dealer, naming a price far less than they could be bought for regularly, rather than unload and keep these pianos in stock for future orders. Eilers Music House, with their large capital and great selling power, immediately wired a proposition which they accepted. This carload has now arrived, and these excellent instruments have been placed on sale at our retail store. They represent the very latest design cases of beautiful carved and figured mahogany, mottled walnut and burled oak. They are guaranteed both by their manufacturers and Eilers Music House. The opportunity to purchase such reliable upright pianos at such remarkably low prices has seldom ever been equaled, and is an exceedingly rare occurrence. A regular \$350 style can be bought for \$235; a superb \$400 instrument for \$256. These instruments can be bought on our extremely liberal credit terms, if desired, allowing you thirty-three months in which to pay for same, thus putting within reach of any home the chance to own one of these excellent instruments. Come and see them. Compare them with any piano that sells at \$400 to \$500 and you will then appreciate that we offer you a much better instrument for almost \$200 less. See them today.



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TO SHOE WEARERS
The U. S. Regular Army Marching Shoe is illustrated on the right. It will soon be on sale in retail stores all over the United States. This is the best shoe that can be made for men wanting good appearance, solid comfort and an unlimited amount of hard wear. Uncle Sam is critical; he buys in the best markets; he can bring to his instant service the best shoe manufacturers of all the world. He got the Friedman-Shelby Shoe Company, the "Original All Leather Shoemakers," to make for his U. S. Regulars the U. S. Regular Army Marching Shoe. Buy it and try it. It is good enough for Uncle Sam—you'll say it is good enough for you.

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The U. S. Regular Army Marching Shoe will soon be added to the regular "All Leather" line. It is made of dark tan Norwegian veal on a rooney last, blucher cut, bellows tongue, goodyear welt, with a heavy single sole of old-fashioned oak-tanned leather and with solid leather insole, heel and counter. This shoe will prove the greatest seller in your line. It will be bought by all men wanting a comfortable good-looking shoe, that will stand up to the hardest service that can be given to it. Ask us about the U. S. Regular Army Marching Shoe.

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