PORTLAND ADDS TO VALUABLE REPORT

Government Engineers Compile Facts of Water Terminals in First District.

ENTIRE COUNTRY INCLUDED

Captain H. H. Robert and Major McIndoe to Send Information to Washington Headquarters as Authentic Reference.

Before leaving for Celilo last night, Captain H. H. Robert, Corps of Engineers, U. S. A., completed a report containing 32 typewritten pages of water terminals in the First District, a move that is being carried out by every engineer officer in the United States in charge of a district, and, when assembled as a whole, the report will prove of inestimable value as a reference, as well as to be probably the agency through which better facilities will be provided.

The Middle and Upper Columbia and Snake rivers, harbors along the Oregon coast and rivers emptying into them are included in the scope of the statement, while the same system covers the Second District, in charge of Major McIndoe, who has jurisdiction of the entire Willamette River and that part of the Columbia from the mouth of the former to the sea, as well as the jetties and bar there, and all streams emptying into the main waterways.

The report is given the title of Existing Water Terminals and Transfer Facilities. It was authorized under the rivers and harbors act, and every city or town on a waterway is described; the number of inhabitants shown, wharves, docks and mooring facilities; the condition of highways leading to them, and recommendations as to the necessity of establishing wharves where none is at present maintained. Attention is also given physical connections between railroad lines and rivers and harbors.

The result is expected to be that in many places where the Government is investing appropriations for harbor improvements it will be insisted that taxpayers provide marine accommodations that are lacking, and to improve roads leading to terminals. The report will be forwarded to Washington this week.

SITHONIA OFF FOR HAMBURG

First Hamburg-American Liner Prepares to Load in Europe.

Portland's latest Oriental service, which also means direct connection for Europe, was inaugurated yesterday by the Hamburg-American fleet when the steamer Sithonia left Antwerp for Hamburg, to begin loading. She will sail February 5 for Portland, via the Far East, arriving here in April.

Following are the steamers to be used in the fleet:

Sithonia, built in 1900 and of 3544 tons net register; the Silesia, built in 1897 and of 2854 tons; the Saxonia, built in 1899 and of 2782 tons; the Spezia, built in 1895 and of 2374 tons; the Scandia, built in 1897 and of 2836 tons; the Brisgavia, built in 1899 and of 4155 tons; the Pruessen, built in 1910 and of 5075 tons; the Belgravia, built in 1906 and of 4206 tons; the Sachsen, built in 1911 and of 5008 tons, and the Senegambia, built in 1895 and of 2380 tons net register.

Each of two or three steamers in the fleet of ten has an actual capacity of more than 10,000 tons. Dimensions of the ten are as follows: Sithonia, 421.4 feet long, 56.2 feet beam and 27.8 feet depth of hold; Silesia, 408.7 feet long, 46.3 feet beam and 27.4 feet deep; Saxonia, 400.2 feet long, 46.1 beam and 27.3 feet deep; Spezia, 371.2 feet long, 44.5 feet beam and 27.1 feet deep; Scandia, 400.7 feet long, 46.3 feet beam and 27.4 feet deep; Brisgavia, 448.5 feet long, 55.2 feet beam and 31.2 feet deep; Pruessen, 470 feet long, 58.2 feet beam and 32.4 feet deep; Belgravia, 448.9 feet long, 55.3 feet beam and 31.7 feet deep; Sachsen, 470 feet long, 58.2 feet beam and 32.4 feet deep; Senegambia, 371.1 feet long, 44.2 feet beam and 27.1 feet deep.

BRITISH YEOMAN IS FINISHING

Sailors From Torrisdale Are to Voyage to Australia.

When the British bark British Yeoman is ready for sea Saturday several of the men who were aboard the British bark Torrisdale when she was wrecked last month on Westport Beach, south of the entrance to Grays Harbor, will be given berths. The vessel is to finish loading lumber at St. Helens tomorrow, and her lumber will go to Sydney in the interest of J. J. Moore & Co.

Captain Watts, who succeeded Captain Berquist in command of the bark, will sign a few men supplied from Portland in addition to the Torrisdale sailors. The British Yeoman came here from San Francisco December 22. Another Sydney cargo is going aboard the Neotsfield, which is working at the mill of the North Pacific Lumber Company and the schooner George E. Billings, which put from San Francisco January 21, is under engagement to carry lumber to the same harbor.

BARK IVERNA TO GET AWAY

Killoran Leaves Tomorrow and Dumfriesshire Is Chartered.

Following a delay due to the fact she was libeled, the British bark Iverna was cleared yesterday and will leave down today in tow of the steamer Ocklahama. She has aboard 134,924 bushels of wheat, valued at $121,432, and goes to Queenstown or Falmouth for orders. The Killoran has finished loading wheat and will depart tomorrow.

One charter was reported yesterday, that of the bark Dumfriesshire, which is on the way from Rio de Janeiro, but she will load lumber and will be ordered to Vancouver, B. C., for cargo. The engagement of the Crown of India for lumber to the United Kingdom, which was reported Monday, was confirmed. She will be paid $2s 6d by Comyn, Mackall & Co. The German ship Olona, which was a tardy arrival, and her charter for grain was canceled, is the only disengaged ship in the river.

OLD STEEL BRIDGE VANISHES

Skeleton of Drawrest Marks Last Work on Old Crossing.

With a major portion of the planking torn away that sheathed piling of the old Steel bridge drawrest, the last remnant of the familiar structure is about to be eliminated from the waters of the Willamette. All of the steel was removed over a week ago and now the planking is being loosened and stacked on barges to be hauled away.

As work has started on a modern grain elevator where the east approach rested, all trace of that has been obliterated, while on the West Side nothing remains but a few bents of a trestle on which trains formerly reached the lower deck. The center pier work promises to be tedious, for within the drawrest were piled tons of rock when building was under way and it has been decreed by the War Department that it must re removed to sufficient depth so as not to interfere with the 30-foot channel project.

Vessels' Location by Wireless.

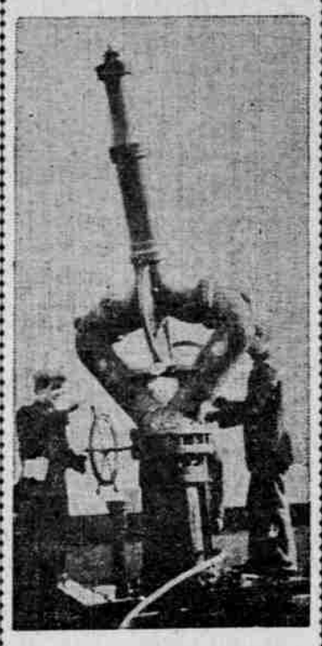
January 28.

EAST SAN PEDRO, Cal.—Willamette at 8 P. M., was 65 miles north of San Pedro south bound; steamer Bear, 22 miles east of Point Conception, northbound, at 8 P. M.

ASTORIA, Or.—Maverick, for Portland, off Columbia River at 7 P. M.; Catania, Portland to San Luis, 488 miles north of San Francisco at 8 P. M.

SEATTLE.—Santa Maria ashore west of Whidley Island; expected to float with morning tide.

LARGEST MONITOR MADE INSTALLED ON FIREBOAT.



Huge Piece of Equipment for the David Campbell.

There will be located on the deckhouse of the fireboat David Campbell, which was launched Monday, the largest monitor ever manufactured. It will have a supply pipe one foot in diameter, and, while the tip of the nozzle will have a diameter of 5½ inches, the maximum capacity of her battery of pumps can be directed through the monitor if necessary. The gear will be located amidships, so as to be available, regardless of how the boat lies. Its size can be appreciated from the height it towers above a man.

Marine Notes.

J. H. Delaet was signed yesterday as skipper of the steamer Alarm, supplanting C. Z. Delaet.

Two Japanese sailors deserted Monday night from the tramp Shinsei Maru, loading at Oceanic dock, according to a report made yesterday to J. H. Barbour, United States immigration inspector.

Bringing general cargo and cement from California, the steamer Yosemite arrived up yesterday afternoon and discharged at Couch street. She will leave today for St. Helens to load lumber for San Diego.

H. A. Mosher, city ticket agent of the San Francisco & Portland line here, will be installed at the O.-W. R. & N. city ticket office Friday evening, to represent the fleet under the latest arrangement for merging interests controlled by the Union Pacific system.

That the cruising launch Sea Otter operated without after range lights, and the steamer America navigated with her bow light missing, while a fish boat moved about the harbor with lights and life preservers absent, were charges made before Collector of Customs Malcolm yesterday by inspectors of the service.

As it has been agreed between Major McIndoe, Corps of Engineers, U. S. A., and attorneys for the Portland Railway, Light & Power Company, that changes would be made in a deed transferring the Oregon City locks property to the Government, a new deed has been drawn and probably will be submitted to Major McIndoe today or tomorrow. As soon as possible it will be forwarded to Washington.

Movements of Vessels.

PORTLAND, Jan. 28.—Arrived—Steamer Yosemite, from San Francisco; steamer J. A. Chanslor, from San Francisco; steamer Olympic, from San Francisco. Sailed — Steamer Breakwater, for Coos Bay.

Astoria, Jan. 28.—Arrived at 4 and left up at 5:30 A. M., steamer Yosemite, from San Francisco. Arrived at 6 and left up at 7 A. M., steamer J. A. Chanslor, from San Francisco. Arrived at 11:30 A. M., steamer Geo. W. Fenwick, from San Pedro. Arrived at 1 and left up at 2 P. M., steamer Olympic, from San Pedro. Sailed at 3:40 P. M., steamer Catania, for Port San Luis. Sailed at 4 P. M., steamer F. H. Leggett, for Seattle; steamer Fort Bragg, for Aberdeen.

San Francisco, Jan. 28.—Arrived—Steamer Yellowstone, from Columbia River; steamer Jim Butler, from Portland. Sailed—Steamer Navajo, for Portland.

Eureka, Jan. 28.—Arrived—Steamer Alliance, from Portland.

Sydney, Jan. 27.—Arrived—British steamer Auchendale, from Portland.

San Pedro, Jan. 28.—Sailed—Steamer Bear, for Portland. Sailed yesterday — Steamer Shasta, for Columbia River.

Port San Luis, Jan. 27.—Sailed—Steamer Oleum, for Portland.

Newcastle, N. S. W., Jan. 27.—Sailed—Barkentine Hawaii, for Columbia River, via San Francisco.

Seattle, Wash., Jan. 28.—Arrived—Steamer Humboldt, from Skagway; schooner Alex T. Brown, from Callao. Sailed—Steamers Tamba Maru, Japan, for Yokohama; Jefferson, for Skagway; Senator, for San Francisco.

Port Townsend, Wash., Jan. 28.—Arrived—Steam schooner Robert Lewers, from Honolulu; barkentine Mary Winkleman, from Pearl Harbor.

Sydney, N. S. W., Jan. 27.—Arrived—Auchedale, from Portland, Or.

Tacoma, Jan. 28.—Arrived—Barge Washington, from Alaska.

Columbia River Bar Report.

Condition at the mouth of the river at 5 P. M., obscured; wind north, 8 miles; weather, dense fog.

Tides at Astoria Wednesday.

High water.	Low water.
6:12 A. M....5.5 feet	1:13 A. M....1.1 feet
7:06 P. M....3.9 feet	

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Beaver	San Pedro	In port
Geo. W. Elder	San Diego	In port
Alliance	Eureka	Feb. 1
Bear	San Pedro	Feb. 1
Breakwater	Coos Bay	Feb. 2
Roanoke	San Diego	Feb. 2
Rose City	San Pedro	Feb. 6

To Depart.

Name.	For	Date.
Harvard	S. F. to L. A.	Jan. 29
Geo. W. Elder	San Diego	Jan. 29
Camino	San Francisco	Jan. 30
Beaver	San Pedro	Jan. 31
Yale	S. F. to L. A.	Jan. 31
Alliance	Eureka	Feb. 3
Breakwater	Coos Bay	Feb. 4
Bear	San Pedro	Feb. 5
Roanoke	San Diego	Feb. 5
Rose City	San Pedro	Feb. 10

GRAVEL MEN DENY PRICE AGREEMENT

Purpose of Central Agency Is Mutual Protection of Members, Say Dealers.

BUILDERS TO INVESTIGATE

Contractors Make Charges of Monopoly and Declare Cost of Gravel and Sand 50 Per Cent Higher Than Formerly.

Since the organization of the sand and gravel interests and the establishment of a central selling agency for dealers a few weeks ago, the prices have been doubled and drayage charges have been advanced materially, according to information that has reached the Builders' Exchange. Several contractors engaged in heavy construction work in the city also declared yesterday that a sand and gravel monopoly exists and that all material handled by the firms represented in the organization must be secured through the central selling agency.

On the other hand the sand and gravel men say that there has been no agreement or tactic understanding among them to raise the prices of material and cartage, but admit that a central selling agency was established for the purpose of obtaining mutual protection from unreliable contractors as well as preventing ruinous competition. They declare that inasmuch as they are carrying unpaid accounts on their books aggregating about $500,000, they are justified in centralizing the business not only for the purpose of self-protection from dishonest contractors, but also to establish uniform charges that may return a reasonable profit.

Banker Explains Agency.

George W. Bates, of the banking firm of George W. Bates & Co., who is said to have been active in organizing the selling agency, yesterday did not deny his connection with the sand and gravel situation.

"The purpose of the agency was explained previously in an article published in The Oregonian," said Mr. Bates. "The object is mutual protection. As far as a combine is concerned such a thing would be impossible as there are too many independent gravel pits around Portland. Some of the concerns have been losing money at prices that prevailed for sand and gravel, and if they have raised the prices a little, it was necessary in order for them to continue in business."

A directly opposite side is given the situation by one of the prominent building contractors, who said:

"It may be true that the sand and gravel dealers have lost money by their dealings with certain persons, but it is equally true that since the central selling agency was established the prices of the material have advanced from 40 and 50 cents a cubic yard to $1 a cubic yard.

"I am informed that it costs 30 cents a cubic yard to deliver sand and gravel at the docks. All above that figure would be profit. Fifty cents a cubic yard is a fair price, but the dealers are now asking $1.

Investigation Suggested.

"It is impossible to get sand or gravel except through the central selling agency. If this doesn't look like a combine, what does? I think the situation is growing serious for the building trade of the city. It may be timely for the Legislature to investigate the matter."

It is declared that the dealers also have agreed upon a sliding scale in drayage charges, adding 20 cents for each one-half mile of cartage. It is said that small contractors, engaged in house construction and building of concrete sidewalks in the outlying districts, will be unable to meet the prices demanded and will be compelled to go out of business unless the situation is adjusted.

It was announced yesterday at the Builders' Exchange that a complete investigation would be made, and if the complaints of aggrieved contractors are found justifiable, charges will be filed against the firms interested in the agency.

FOSTER GIVES LECTURE

Educator Speaks on "The Scientific Study of Education."

Dr. William T. Foster, president of Reed College, gave last night at the Art Museum the first of two lectures on "The Scientific Study of Education." The second lecture will be given next Tuesday night at the same place. Dr. Foster outlined the policy which has largely influenced school administration.

The need for scientific study is shown, he said, by the fact that $500,000,000 is spent each year in the United States on education. Dr. Foster pointed out that no business organization would tolerate a system that did not show what it was accomplishing. But he said such a system is tolerated in school administration.

Some of the illustrations he used to show the lack of scientific methods were the grades used in college and percentages used in grammar and high schools. He showed how these grades did not mean the same for different students or for different teachers.

Dr. Foster showed the possibility of the scientific distribution so that grades will mean about the same in any course. The system in use at Reed College is based on the relative class standing of students in a particular course over a given number of years.

The next lecture will deal with some questions that school authorities have yet to solve and some of the results that have been achieved in recent research. It will also deal with the methods of such scientific study.

SERVIANS HONOR ST. SAVA

250 Attend Programme Devoted to Founder of Servian Culture.

The local Servian society, "Kosovski Osvetnici," gave a banquet and celegration programme at Swiss Hall Monday night in honor of the Servian Patron Saint, St. Sava, who was the youngest son of the first Servian Emperor Stephen Nemanja, who reigned from 1159 to 1192. The banquet was attended by more than 250 and a programme of addresses and toasts was followed by dancing.

St. Sava was the first Servian archbishop and he built several monasteries and instituted numerous schools. The great monasteries of Visoki, Decani Studenica and Hilendar were the centers of Servian culture of this early period. With the fall of the Servian Empire in 1389 these and other monuments of advancement and civilization came under the Turkish ban, and for 500 years were in control of the Turkish Empire and were centers of historic atrocities. The Servians have now regained all of this territory and these ancient institutions and for the first time in 500 years the chimes of liberty have been heard there.

The celebration of St. Sava is to the Servians what St. Patrick's day is to the people of Ireland.

The day is considered of such importance that the Allies' peace plenipotentiaries suspended their activities in behalf of peace Monday to celebate the day.

At the local celebration, the Brastvena Ruka Society was present and other delegates from Croatian and Bohemian societies as well. The celebration was in charge of President Brank Pekich and Secretary M. Vujacich.

WOMAN'S CONDITION GRAVE

Husband Accused of Beating Wife Because She Was "Too Lazy."

Alarming developments in the condition of Mrs. Amy Prynne caused her husband, Bert E. Prynne, previously arrested on a charge of wifebeating, to be placed under bail of $2000 at the City Jail yesterday. Patrolmen Sherwood and Miller, who made the arrest, charge that Prynne beat his wife because she was "too lazy" to leave her bed 10 days after the birth of a child.

The pair live at 11½ Union avenue. It is charged that the husband has neglected his duties continually, spending for drink what money he earns. He was arrested recently for non-support and has a bond on file on that charge.

When the officers made the arrest they found Mrs. Prynne in a dangerous condition, with a temperature of 106 degrees, and on their report to this effect, Detectives Mallet and Hammersley were assigned to make further investigation. Yesterday they reported that the woman was in a precarious condition, with blood poisoning threatening.

WALLA WALLA COST TOLD

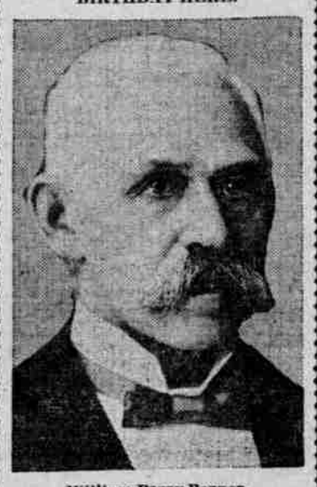
Expense Figures Show What Is Done With Each Dollar.

WALLA WALLA, Wash., Jan. 28.—(Special.)—Commissioner of Finance Dice, in a speech before the Congregational Brotherhood dinner tonight, showed what is done with each dollar paid into the city. By a chart he illustrated the uses to which it is put. His figures show that the departments benefit as follows, in terms of cents: Library, 2 1-3 cents; health, 3 1-3 cents; parks, 4 2-3 cents; street lighting, 6 2-3 cents; police department, 6¾ cents; fire department, 11¾ cents; street department, 16 cents; current expenses, 18 cents; indebtedness, 31 cents; total, $1.

The heaviest item is that for the payment of interest and bonds. The total city debt, which is paid by water revenues, is $599,607.01. The interest amounts to $31,611, and uses up half the appropriation for debt.

Commissioner Dice announced that a pure food and a weights and measures ordinance is contemplated to strengthen the health department.

OREGON PIONEER OF 1862 CELEBRATES SEVENTY-THIRD BIRTHDAY HERE.



William Perry Berger.

William Perry Berger, a well-known and respected business man of this city, is receiving the congratulations of his relatives and friends in the celebration of his 73d birthday. Born in Waterloo, Seneca County, New York, January 20, 1840, he crossed the plains in 1862 with the Crawford party, and landed at The Dalles, Or., where he married, in the year 1871, Miss Effie Josephine Fairchild. Mr. and Mrs. Berger shortly thereafter made their home in this city, and their house, at the southwest corner of Fifth and Main streets, became well known to pioneer families, as also did the other family home at 461 Seventh street, where the Bergers lived for 33 years. Mrs. Berger died four years ago. Two sons and one daughter survive their mother—Mrs. Ruby Sweet, Rodney G. Berger and William P. Berger, Jr. Mr. Berger has two grandchildren—Dwight David Sweet and Arvilla Josephine Sweet. Last week Monday Mr. Berger was tendered a birthday party by his family, when five tables of "500" were played, and Mr. Berger was given 73 carnation pinks in honor of the occasion, and other gifts. Mr. Berger is a member of the Exempt Firemen's Association of Portland.

Pretty Mothers

Health is the foundation of all good looks. The wise woman realizes this and takes precautions to preserve her health and strength through the period of child bearing. She remains a pretty mother by avoiding as far as possible the suffering and dangers of such occasions. This every woman may do through the use of Mother's Friend. This is a medicine for external application and so penetrating in its nature as to thoroughly lubricate every muscle, nerve and tendon involved during the period before baby comes. It aids nature by expanding the skin and tissues, relieves tenderness and soreness, and perfectly prepares the system for natural and safe motherhood. Mother's Friend is sold at drug stores. Write for free book for expectant mothers, which contains much valuable information.

Mother's Friend

BRADFIELD REGULATOR CO., Atlanta, Ga.

LUXURY AND COMFORT

Lurk in every nook of the Four Steel Trains that ply daily in each direction between Portland, Chehalis, Centralia, Tacoma and Seattle

VIA THE

LINE OF OREGON-WASHINGTON RAILROAD & NAVIGATION CO. O-W BLOCK SIGNALS

The Steel Flyer and Puget Sound Express, carrying new steel Cafe-Observation Cars, leave Portland Union Depot daily 8:30 A. M. and 1:45 P. M., respectively. The Shasta Limited Train De Luxe, carrying free stenographer, valet, lady's maid and barber shop, leaves Portland daily 3:00 P. M. No extra fare between Portland, Tacoma, Seattle and intermediate stations at which stops are made. The Owl, leaving Portland 11:00 P. M., the business man's train that saves a day.

CITY TICKET OFFICE
Third and Washington.

A Pleasure to Answer Questions.
Phones, Marshall 4500, Home, A 6121.

UNEMPLOYED MEN FEW

Y. M. C. A. SECRETARY SEES IMPROVED CONDITIONS.

Cause Seen in Increased Activity in Lumber Industry of City and Northwest States.

There are not nearly so many unemployed men in Portland as at this season one year ago, in the opinion of H. W. Stone, general secretary of the Young Men's Christian Association. In the Winter months there are always men out of work, but Mr. Stone has found that the problem they present this year is not so serious as it has been in the past.

The chief reason for better conditions this year, according to Mr. Stone, is the activity in the lumber industry. One year ago many of the sawmills were shut down, not only in Portland, but throughout Oregon and Washington. As a result, many men usually busy in the mills and logging camps congregated in Portland. This year the mills are running and the loggers and sawmill hands are employed. Mr. Stone says that a second cause of better conditions this year is that fewer laboring men are coming to the Pacific Coast from the East now than last year.

Mr. Stone has gathered his information concerning the present situation from the employment bureaus conducted by the Y. M. C. A. The present favorable situation applies both to laborers, whom the Y. M. C. A. handles through its North Portland industrial bureau, and to men doing clerical work, with whom the Y. M. C. A. is in touch at its employment bureau in the association building.

More positions have been filled by the Y. M. C. A. employment bureau this month than during any previous January. In fact in its employment bureau work the Portland Y. M. C. A. is leading all associations in the country. The idea of making the employment bureau an advisory department, as well, helping men to help themselves rather than simply seeing that they get a "job," originated with the Portland Y. M. C. A. It has been copied by associations in all parts of the country and is known as the Portland system. Frequent requests are received for details concerning the work here, and a number of cities, including Chicago, Kansas City and San Francisco, have had their employment secretaries trained at the Portland association.

BIG TIMBER SHOWING AIM

Efforts Are Being Made to Have Fitting Forestry Exhibit in 1915.

Timber interests of the Pacific Northwest plan to make an effort to secure forestry representation in the Panama-Pacific Exposition independent of the soil and agricultural exhibits, to which it has appeared there is danger of the forestry exhibits being subordinated.

C. C. Chapman, of the Portland Commercial Club promotion bureau, advanced this proposition persistently in recent meetings held in southern cities during the trip of the Royal Rosarians, and it is probable that the same idea will be urged emphatically before the Legislature next week, not only by commercial organizations of the state but by lumber interests representing a great proportion of the industrial and financial strength of the Northwest.

"On the Pacific Coast, and mostly in the Northwest," says Mr. Chapman, "are half of the standing forests of the Nation. We were amazed to find that provision had not been made for an immense forestry exhibit by the management of the Panama-Pacific Exposition. San Diego has already made arrangements for a special forestry exhibit at the Panama-California Exposition, and it seems also the proper thing that San Francisco should give this important department the individual recognition to which it is entitled."

FULL SCHEDULE RESTORED

All Northern Pacific Trains Now Operating Uninterruptedly.

Effective today, through service on the Northern Pacific main line will be restored on the same schedules that stood before the recent storms compelled the temporary abandonment of some of the minor trains.

Although the effects of the storm were damaging at times, the through train service of the Northern Pacific between Portland, St. Paul and Chicago over the North Bank line was uninterrupted. Only some of the less important local passenger trains were discontinued so that through passenger service and the perishable freight could be handled properly. Now the line has been reopened and regular traffic has been restored.

Boring Lodge Is Instituted.

BORING, Or., Jan. 28. — (Special.)—Boring Lodge of Oddfellows, No. 234, was instituted Saturday night by Grand Master William A. Wheeler and Grand Secretary E. E. Sharon, assisted by 45 members of Orient Lodge, of Portland, and nearly as many from Sandy Lodge. It was the largest assemblage of visitors ever seen in this place. Officers were installed as follows: E. F. Donohue, noble grand; J. W. Roots, vice-grand; W. A. Morand, secretary; W. R. Telfer, treasurer; C. M. Lake, right supporter noble grand; H. A. Beck, left supporter noble grand; W. A. Child, right supporter vice-grand; George Tackeron, right supporter vice-grand; L. Ritzen, warden; T. E. Siefer, conductor; William Wheeler, left scene supporter; E. S. Hickey, right scene supporter; W. E. McCleary, inside guard; John Meyers, outside guard. Thirty members were given the degrees by the team from Orient Lodge, No. 17, of Portland. At midnight a banquet was served and the work of instituting the lodge was finished at 4 o'clock next morning. A special car carried the Portland lodgemen and grand officers home.

CONSTIPATION

Munyon's Paw-Paw Pills are unlike all other laxatives or cathartics. They coax the liver into activity by gentle methods, they do not scour; they do not gripe; they do not weaken; but they do start all the secretions of the liver and stomach in a way that soon puts these organs in a healthy condition and corrects constipation.

Munyon's Paw-Paw Pills are a tonic to the stomach, liver and nerves. They invigorate instead of weaken; they enrich the blood instead of impoverishing it; they enable the stomach to get all the nourishment from food that is put into it.

These pills contain no calomel, no dope, they are soothing, healing and stimulating. They school the bowels to act without physic. Price 25 cents.

If you are nervous, can't sleep and are weak and run down and need a wine stimulant use Munyon's Paw-Paw Tonic. For sale at all Drug Stores.

How to Make Better Cough Syrup than You Can Buy

A Family Supply, Saving $2 and Fully Guaranteed.

A full pint of cough syrup—as much as you could buy for $2.50—can easily be made at home. You will find nothing that takes hold of an obstinate cough more quickly, usually ending it inside of 24 hours. Excellent, too, for croup, whooping cough, sore lungs, asthma, hoarseness and other throat troubles.

Mix one pint of granulated sugar with ½ pint of warm water, and stir for 2 minutes. Put 2½ ounces of Pinex (fifty cents' worth) in a pint bottle, then add the Sugar Syrup. It keeps perfectly. Take a teaspoonful every one, two or three hours.

This is just laxative enough to help cure a cough. Also stimulates the appetite, which is usually upset by a cough. The taste is pleasant.

The effect of pine and sugar syrup on the inflamed membranes is well known. Pinex is the most valuable concentrated compound of Norway white pine extract, rich in guaiacol and all the natural healing pine elements. Other preparations will not work in this formula.

The Pinex and Sugar Syrup recipe is now used by thousands of housewives throughout the United States and Canada. The plan has been imitated, but the old successful formula has never been equaled.

A guaranty of absolute satisfaction, or money promptly refunded, goes with this recipe. Your druggist has Pinex, or will get it for you. If not, send to The Pinex Co., Ft. Wayne, Ind.

Pinex is fully guaranteed by Laue-Davis Drug Co. (distributers), Portland.

HIGH MEDICAL AUTHORITY

"The Journal," the official organ of the American Medical Association, the organization of physicians of the United States, in a recent article lists a number of things the family medicine chest should always contain to be used in emergencies before a physician can arrive. One of the most important in the list is a good whiskey.

The great value of a good whiskey in emergencies has always been recognized by the medical profession. The stimulation afforded by whiskey has many and many a time been the means of saving life. In cases of accident, shock, or acute illness it may mean life or death whether or not you have it on hand.

But the whiskey you use should be good and pure. Duffy's Pure Malt Whiskey is made for the home, the hospital and the sick room. It is solely a medicinal whiskey. It is made from selected grain and the distilling process is carried so far that it exceeds in purity the requirements of the United States Pharmacopoeia. It is the best whiskey for you to have in the house, because it is for medicinal purposes.

Be sure to get Duffy's. Sold in sealed bottles only by druggists, grocers and dealers at $1.00 a bottle. Write our doctors for free advice and a free illustrated medical booklet. The Duffy Malt Whiskey Company, Rochester, N. Y.

You Can Get Vinol

Wherever You Live

at your leading drug store on a guarantee to return your money if it does not satisfy you—or you can be supplied with this delicious cod liver and iron body builder and strength creator for old people, delicate children and all weak, run-down persons on the same terms by

Woodard, Clarke & Co.,
Druggists, Portland, Or.
Look for the Vinol Sign

FINE CHANCE FOR LODGES.

In order to get rid of every Pianola in our establishment, we're giving them away in order selected. Simply agree to purchase of us each month at least four music rolls for a year. All are in A-1 condition just as good as new. Can be attached to any piano. Or, if you haven't a piano, secure one now at the tremendously reduced January Clearance Sale Prices, and we'll throw in one of these fine Cabinet Pianolas. Act quickly. Over thirty-five were selected yesterday. Ellers Music House, the Nation's Largest, in the Ellers Building, Seventh and Alder streets.

—Sneezing?

There's no need of it. Sniff a little Kondon's, the original and genuine Catarrhal Jelly up the nostrils. Its soothing, healing properties quickly relieve you. Best thing for hay fever, colds, catarrh, sore throat, catarrhal headache, deafness, etc. Sold only in 50c and $00 sanitary tubes, by 35,000 druggists. Sample free.

KONDON MFG. CO., Minneapolis, Minn.

KONDON'S CATARRHAL JELLY

SOUR STOMACH, INDIGESTION, GAS OR DYSPEPSIA--PAPE'S DIAPEPSIN.

This Relightful Stomach Regulator Brings Relief in Five Minutes—Puts an End to Stomach Trouble Forever.

"Really does" put bad stomachs in order—"really does" overcome indigestion, dyspepsia, gas, heartburn and sourness in five minutes — that — just that—makes Pape's Diapepsin the largest selling stomach regulator in the world. If what you eat ferments into stubborn lumps, you belch gas and eructate sour, undigested food and acid; head is dizzy and aches; breath foul; tongue coated; your insides filled with bile and indigestible waste, remember the moment Diapepsin comes in contact with the stomach all such distress vanishes. It's truly astonishing—almost marvelous, and the joy is its harmlessness.

A large fifty-cent case of Pape's Diapepsin will give you a hundred dollars' worth of satisfaction or your druggist hands you your money back.

Its worth its weight in gold to men and women who can't get their stomachs regulated. It belongs in your home—should always be kept handy in case of a sick, sour, upset stomach during the day or at night. It's the quickest, surest and most harmless stomach doctor in the world.