AGREE TO GRANT ENGINEERS MORE

All Railroads West of Chicago Accede to Higher Wage Scale.

COAST MEN WILL BENEFIT

Between 15,000 and 20,000 Men Over \$5,000,000 Yearly-Eight-

Hour Demand Is Dropped.

CHICAGO, Jan. 12-(Special.)-Western railroads today decided by agreement with their men to grant increased wares will affect between 15,000 and 20,000 engineers on all the railroads west of Chi-

which have marked an epoch in the re-

lations between rallways and their emand have been marked by a spirit which indicates that the day of his strikes or cultivate has passed and the day of resorts compromise and the day of arbitration, where arbitration is necessary, has

All Classes Get Advance.

The advances apply to all classes of constitions of passenger locomotives the near well receive a newn increase on a wo-mile run. On freight the increase for the engineers will range between 8 and creases, will receive an addition of be-

Yard engineers now receive from \$2.75 to 35.20 a day and their maximum pay ternatter will be about \$5.65 or \$5.75 a day. Passenger engineers pay varies with the class of engine and with the road on which they run, but it is between \$3.70 and \$4.50 a day, the term day being cytosymous with a run of 100 miles. Freight engineers receive between \$3.00 and 34.55 a day for a 100-mile run.

Abandon Eight-Hour Demand. governed the negotiations, for the engiers have practically agreed to give p their contention for an eight-hour day that is an eight-hour day with respecto being credited with a ran of 100 miles have abandoned demands regarding pay or overlighe and will not helst on their riginal demand with regard to sight competency of engineers. The switch engineers were refused an allowance of

First Time All Act Together.

roads in a large territory. When the joint demand was first made, the rail-roads refused to treat with the engineers as a whole, preferring to deal with them on each road. Chief Stone was firm, however, in his refusal to confer with the mittee to meet the board represented by Mr. Stone, and the settlement would indischedule to arrange and the negotiations

MEET ON NEUTRAL GORUND

Employer and Employed Confer at Mrs. Potter Palmer's.

Pederation conceived the idea of holding place the two classes of industrial de-Mrs. Palmer became interested and of-

fered her residence as a conference hall, Over 500 guests and delegates attended

by Franklin MacVeagh, was attended by so granted." (Holladay vs. Elliott, Vol. Street Railway Employes,

Mr. Belmont took for his subject "The National Civic Federation," while Mr. Low Spoke on "The Conciliation Depart-

At the conclusion of Mr. Lowe's address, August Belmont, president of the organization, suggested that an active co-operation be started in

"I am sure," he said, "with the enormous interests that you have to care for in the Middle West that you would soon get an improvement which you ess hardly realize and which would tend greatly to assist this subject so reportant to our peace and welfare a thorough understanding between employer and employes." .

Mr. Stone was the next speaker and in spoke as follows:

capital and labor to sit down and dis-cuss things in a friendly way. I am a firm believer in the face to face conference. The Civic Federation has enabled the Brotherhood of Locomowork they are doing. This will enable us to do away with that last re-

White Decorates King Victor,

month, Jan. 12 - King Victor Emplantiel today received in private audience the American Ambassador, Mr. White, who invested His Majesty with the scademic bood of the University of Pennsylvania and placed with the King his diploma as doctor of laws.

Mr. White also gave His Majesty the medal bestowed on him by the Louislana Purchase Exposition in recognition of the King's services in promot-

of Dowager Queen Margherita and of

LAND MONOPOLY. (Continued From First Page.)

gainst mining, against lumbering and

Now for the historic facts, to that no title in the Oregon & Calif lands was vested prior to the act of

designate a company to receive the grant; that that company should accept the built within two years and 20 miles addithonal each year thereafter. Otherwise "this act shall be null and void and all the lands not conveyed by patent to said company at the date of any such Twenty Miles of Road Not Built.

In pursuance of this act the Oregon Central Railroad, headed by Joseph Gas-ton, was incorporated under the laws

of Oregon October 6, 1868, and was designated as the recipient of the grant by the State Legislature October 19, four days later. It accepted the terms of the

land grant act within the year required, but did not build the 20 miles required

passed an act, at the instance of H. W. Corbett, then Senator, extending the time within this extended limit, owing to the



Who Has Been Elected President

from East Portland and secured the grant. The defeated company had been being on Fourth street.

This successful company was financed & California, gained no rights from it.

On March 17, 1879, the Oregon & Callfornia incorporated and immediately filed 19, 1869, extending the time for so doing as that imposing the limitations as to

\$2.50, actual settlers and 180 acres. No rights were vested in Holladay's prior company before that time. Had not the act of April 10, 1889, passed Conence. Some time ago the National Civic cause the time for accepting the terms of the grant had expired July 25, 1867. aims of the organization and its efforts act. That the Oregon & California received no rights nor titles from its preceding company was declared by the Supreme Court of Oregon in 1879 to have The gathering, which was presided over ness nor to accept nor hold the lands

Low, of New York; W. S. Stone, grand laid claim to the name Oregon Central master of the Brotherhood of Locomo-tive Engineers, and W. D. Mahon, presi-dent of the Amalgamated Association of 1867, at Salem, six months after the Gasbeen designated as the recipient of the grant by the Legislature. The Salem company took the name Oregon Central, because wanting the grant. It was headed by Salem men, who sought to build on the East Side of the Willamette, while the original company was building on the West Side. Neither company made much progress in building.

Ben Holladay's Company Enters.

But in September, 1868, Ben Hollacompany, and at once took the lead. By means of various influences, he The Civic Federation has enabled fore, designating the original Oregon the grant and that title to the lands rescind its resolution of two years be 1868, and at the same time the Legislature designated Holladay's East Side company as the recipient. He then had passed in Congress the amendatory act of April 10, 1869, allowing Lis company to file acceptance of the original act within one year. His East Side act within one year. His East Side him for \$2,50 an acre, land in the company built the 20 miles within the Bay wagon-road grant of 1869. time limit, December 25, 1869. This grant. Holladay soon afterward, on March 17, 1876, incorporated the Oregon & California, which fied acceptlimit for so doing, April 10, 1870.

It thus appears that the claim of the attorneys of the Southern Pacificthat title in the granted lands dates lion to the Ring of States of the act of April 10, 1862, will back of the act of April 10, 1862, will not hold. This claim they have put conferred on him by the University of forth with much vigor, and the legal Pennsylvania, and greatly admired the talent voicing it has been so imposmedal sent him from St. Louis.



POWERS

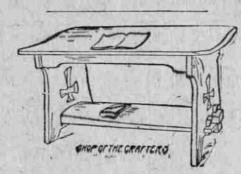
JANUARY RED TAG SALE



We intend to close out all odds and ends, broken lots, remnants of carpets, and in fact everything that in any way conflicts with our new purchases which are arriving daily. In our great efforts to make room for this new stock we have forgotten costs and put prices down to a

Couches and Davenports

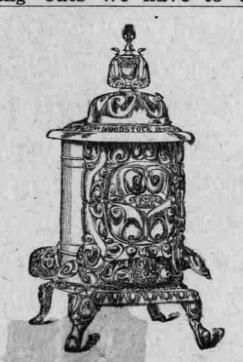
steel construction, upholstered in velour \$15.00 \$32 gondola couch, ball foot, best oil-tempered steel spring used in construction; upholstered in Verona. .\$21.00 \$29.50 Verona-covered Couch; golden oak frame and full steel construction \$17.50 \$21.50 quartered-sawed oak frame Couch, upholstered in \$30 Bed Davenport, golden oak frame, steel construction, upholstered in velour. \$25.00 \$125 genuine mahogany Davenport, upholstered in silk velour \$79.50



Mission Furniture

\$19.50 Library Table, mission design, quarter-sawed oak, weathered finish
\$32.50 Library Table, in weathered quarter-sawed oak with bookrack base \$24.00 \$14 weathered oak Den Table, 30-inch round top, lower shelf \$10.50 \$14 quarter-sawed oak Card Table, drop leaves and drawer in end and weathered finish \$11.00
\$16 quarter-sawed Magazine Rack, three shelves, top 14x32 inches
\$7 mission Pedestal quarter-sawed, weathered oak, top

place that will move the goods. If you are in need of anything in Furniture, Carpets or Stoves, come in and let's figure with you. We can only list a few of the moneysaving cuts we have to offer.

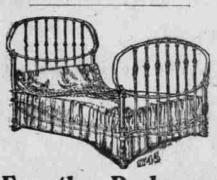


Stoves and Ranges

\$55 6-hole Malleable Steel Range, 18-inch oven, an exceptional value at \$36.50 story of the steel Bange; 18-inch oven, full nickel-trimmed
\$27.50 4-hole Range, 14-inch oven, high warming closet \$20.00 \$12 No. S Cook Stove, 16x18-inch oven, sliding hearth; extra long firebox \$8.50 \$6 Wood Heater, car top, lower front draft; full nickel-trimmed \$4.25
\$8.50 combination wood and coal Heater; east top, bottom and lining, full of kel-trimmed
\$7.50 Hot Blast Cool Stove, cast lining, top and bottom;

Carnet Department

out pot Doput tilloit	
\$17.50 6x8.6 Axminster Rug	3.60
\$25.00 8.3x9.4 Axminster Rug. \$1 \$15.00 6x8.10 Brussels Rug. \$2 \$27,50 9x12 Smyrna Rug. \$2	9.20
\$22.50 8.3x10.6 Smyrna Rug. \$1 \$5.00 36-inch by 72-inch Smyrna Rug. \$ \$3.00 30 inch by 51 inch Smyrna Rug. \$ \$2.50 26-inch by 48-inch Smyrna Rug. \$ \$3.00 27-inch by 54-inch Axminster Rug. \$	1.65
\$5.00 36-inch by 72-inch Axminster Rug. \$ \$2.00 27-inch by 54-inch Brussels Rug. \$ \$5.75, 20 pairs Lace Curtains. \$ \$7.00, \$ pairs Lace Curtains. \$ \$6.50, 0 pairs Lace Curtains. \$ \$2.50, 26 pairs Lace Curtains. \$	3.20



For the Bedroom

\$16.00 is the price of a bed exactly like cut, with 1 1-16-\$4.00 Iron Bed, angle iron head and foot, scroll de-bevel mirror, claw feet, exactly like cut.....\$47.50 30x30 bevel mirror\$31.50 \$49.00 Dresser in genuine mahogany, 28x34 shaped French bevel mirror, full swell front, claw feet. \$36.00 \$90.00 quartered oak Dresser, swell front and ends, 28x40 \$33.00 Bed, low roll top, made in mahogany, birdseye ma-

Furniture for the Dining-Room

	Turniture for the Dining-Room
** ***	865 Buffet, 15x34 French bevel mirror, quarter-sawed oak, finished weathered \$39.00 \$27.50 Sideboard in golden oak, 14x24 French bevel mirror. \$20.00 \$27.50 Buffet, two mirrors in back, full swell front, claw feet, quarter-sawed golden oak. \$44.00 \$65 weathered oak Buffet, leaded glass top, strictly Mission in design. \$38.50 \$15.00 6-foot Extension Table, weathered oak \$10.50 \$75.50 \$75.50 Extension Table, pedestal base, 48-in. square top, weathered oak \$20.50 \$78.50 quarter-sawed golden oak Table, extends to 10 feet, 60-inch round top; pedestal base, claw feeet. \$53.00 \$78.50 Buffet, in weathered or golden oak, 18x40-inch oval French mirror. \$26.50
	weathered oak finish
8	quarter-sawed weathered oak
****	\$15.00 6-foot Extension Table, weathered oak \$27.50 8-foot Extension Table, pedestal base, 48-in, square top, weathered oak \$27.50 8-foot Extension Table, pedestal base, 48-in, square top, weathered oak \$27.50 9 quarter-sawed golden oak Table, extends to 10 feet, 60-inch round top; pedase, claw feeet \$43.00 Buffet, in weathered or golden oak, 18x40-inch oval French mirror. \$27.50, 2000 Combination China Cabinet and Buffet,; leaded glass canopy top, bent-glass weathered oak finish \$67.500, 10-foot Extension Table, 60-inch top; heavy claw feet, pedestal base; finis quarter-sawed weathered oak \$55.00, 10-foot Extension Table, 60-inch top; heavy claw feet, pedestal base; finis quarter-sawed weathered oak \$55.00, 10-foot Extension Table, 60-inch top; heavy claw feet, pedestal base; finis quarter-sawed weathered oak \$55.00, 10-foot Extension Table, 60-inch top; heavy claw feet, pedestal base; finis quarter-sawed weathered oak \$55.00, 10-foot Extension Table, 60-inch top; heavy claw feet, pedestal base; finis quarter-sawed weathered oak \$55.00, 10-foot Extension Table, 60-inch top; heavy claw feet, pedestal base; finis quarter-sawed weathered oak \$55.00, 10-foot Extension Table, 60-inch top; heavy claw feet, pedestal base; finis quarter-sawed weathered oak \$55.00, 10-foot Extension Table, 60-inch top; heavy claw feet, pedestal base; finis quarter-sawed weathered oak \$55.00, 10-foot Extension Table, 60-inch top; heavy claw feet, pedestal base; finis quarter-sawed weathered oak \$55.00, 10-foot Extension Table, 60-inch top; heavy claw feet, pedestal base; finis quarter-sawed weathered oak \$55.00, 10-foot Extension Table, 60-inch top; heavy claw feet, pedestal base; finis quarter-sawed weathered oak \$55.00, 10-foot Extension Table, 60-inch top; heavy claw feet, pedestal base; finis quarter-sawed weathered oak \$55.00, 10-foot Extension Table, 60-inch top; heavy claw feet, pedestal base; finis feet, pedestal base; fin

Specials in Parlor Furniture

\$55.00 5-piece Parlor Suits, mahogany finished frame, upholstered in velour, exactly like cut, for \$29.75 \$18.50 3-piece Parlor Suit, upholstered in velour, mahogany-finished frame \$13.25 \$80 mahogany-finished Parlor Suit, 3 pieces, upholstered in heavy Verona \$53.00 \$180,00 three-piece Parlor Suit, in mahogany; heavy carved backs and upholstered in silk Verona \$117.00
\$108.00 3-piece Colonial Suit, upholstered in gold-thread tapestry\$68.00
\$150.00 3-piece Parlor Suit, in gold leaf, upholstered in silk damask\$96.50
\$16.50 mahogany Roman Seat, upholstered in Verona \$9.75
\$18.50 Rocker, in Vernis Martin, a splendid value at
\$15.00-A pretty Reception Chair in Vernis Martin\$8.50
\$15.00 solid mahogany Rocker, dull finish, loose cushions in silk velour\$8.75
\$37.50 Roman Seat, with back upholstered, seat and back in Verona
\$10.00 odd Side Chair, in mahogany finish, upholstered seat
\$22.50 high-back Rocker, in mahogany finish, seat back upholstered in leather. \$14.00

FIRST AND TAYLOR

FIRST AND TAYLOR

bearing on the present condition of af-Railwoad Company, the name of Gaston's fairs. For if it shall be established ern Pacific cannot get away from the ton company had taken that name and \$2.50 price, and the actual settler and

6-acre limitations. Gaston's Oregon Central Company continued its corporate existence, and n 1870 became beneficiary of a new Minnville, amounting to some 500,000 acres. In this grant the same limitations were included, so that it does not present the legal technicalities of the Oregon & California grant.

Southern Pacific's New Contention. But the Southern Pacific attorneys now come forward with another conention. They say that the price and did not depend on them, and does not Judge C. B. Bellinger, of the Federal District Court, in the case of Nichols February 21, 1905, holding that Nichols could not compel that company to sell In that grant the same limitations were

included as in the railroad grant of that year, whereby the Oregon & California obtained its railroad lands. The Southern Oregon Company was assignee of the wagon road company, and Nichols held that it was bound to observe the price limitation of the grant. Bellinger decided against him on the ground that the United States, and not he, was the only authority entitled to object to the nonperformance of the conditions in the grant and that, besides. Nichols was barred by long lapse of time, from de-manding compliance with the conditions. There is an essential difference, how-

the State of Oregon, which assigned the lands to the company, while those to the Oregon & California and the Oregon Central were made by the United States direct to the railroad companies. In the case of the wagon road company, although the state may have assumed a trust from the United States to dispose of the lands in tracts no larger than 160 authorized issuance of patents under these conditions, thus validating the breach of trust. But in the acquisition of the lands by the two railroad companies, the state was not a party and case of the railroad lands. Nichols did

thereby violating the terms of the grant, Such violations might work forfeiture of the remaining lands of the company were it not for the fact that there is a bar to forfeiture of patents issued to railroad or wagon road grant lands after six regained by the United States; however, case of bona fide purchases, the purchasers might recover from the company

This question is a live one for the people of Oregon and it will doubtless re-ceive growing attenton as time goes on.

AT THE HOTELS.

Vancouver, Wash.; A. Morton, Seattle; E. McCulloch, North Yakima; C. J. Will, Seattle; E. Mrs. I. Junge, Minneapolis; H. Stuart, San Francisco; H. W. Medford, Pueblo; W. Dletz, Seattle; A. H. Dougal and wife, New York: W. H. Bromham and wife, Alameda; Dorman, New York; Mrs. R. Cox, Seattle; W. P. Shaw, Louisville; J. R. Thompson, New Y. Wilson, Spatial and Melander of the Company of th Rogers, Aberdeen; D. W. Haynes and wife, Olga Nethersole company: B. Wilson, Net-son, B. C. J. Marshalt, Omahar A. M. Drake, Bend, Or.; T. C. Starrit Detroit; Mrs H. C. Flagg, Hillsdale; W. R. Scott, Chicago: J. C. Ullek, Chicago: M. Taklas, New York: Y. E. Youle, Seattle. The Oregon C. W. Colby, C. W. Beata. Seattle: F. F. Williams, Hogutam: R. F. Raber, Tacoma; H. J. Barkhart and wife, Retchiken: Samuel S. Kleinberg, Seattle; E. P. Short, Rochester; S. P. Strattau, Edgener; L. Hansen, and wife, Iowa, Mrs. P. Snedgrams, Eugener; E. S. Loper, Olympia, Mrs. Reitzle, Eugener; E. S. Loper, Olympia, Mrs. Reitzle, Eugener; George P. Larson, Spokane; J. W. Fowler, George C. Eccles, Aurora; W. W. L. Hasbrouck, Kansas City; E. H. Tartar, Tacoma; G. A. Wey, Seattle: H. L. Berser, Milwankon; E. M. Bradford, Faw T. H. Finnerty, Philadolphia; J. D. Windell, Minot; George L. Davis, Hoqulam; H. H. Cat-S. Loper, Portland; W. A. Taylor, San

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