Unions Are Actively Co-operating With Free-Water Association in Securing Signatures to Petition for Free-Water Amendment to City Charter.

charter provided by the amendments associa proposed by the Free Water Associa- by an tion are noted as follows: The offices of superintendent and engineer of the Water Board are abolished and the city engineer is given charge of the plant, while the accounts are turned over to the City Auditor. All water mains up to the dimensions of four made to interest cigarmakers in other states and it is hoved that at the 1999. inches are to be laid at the expense of abutting property and all water for the purposes of drinking, cooking, washing, bathing and water closets in households, stores, workshops and offices shall be free. Water for all commercial purposes is to be furnished of a first material purposes is to be furnished. at a flat meter rate with no discrim-ination between users of large or small amounts, and rates and rules made to govern sprinkling and the irri-gation of lawns, yards and gardens. A special tax not to exceed 10 cents on each \$100 of taxable property is pro-vided for in addition to other revenues for the maintenance and development of the water system,

In support of the amendments it is argued that water is now furnished that would amount, comparatively speaking, to about 8 cents a 1930 gallons to consumers of large amounts of water, as against 25 cents a 1999 gallons to consumers of small amounts for home and domestic use, and for which the amounts proposes water which, the amendment proposes, water will be provided free. At the rate now made to large consumers it is said the eity furnishes water at an actual loss, and hence the small consumer is forced to pay not only an equitable rate, but also an amount sufficient to make up, at least in part, for the loss entailed by the low rate to the big

Some more or less serious objections re thought to exist in that the beneore thought to exist in that the benefits hoped for in providing free water, especially to the renting population, would be fully offset by enhanced rents to cover the additional expense to the property-owner; that free water privileges would be abused through waste by careless nervous, and that waste by careless persons, and that the principle of getting something for nothing is essentially wrong.

Against the objections offered, Attorney McAllister, who assisted in drafting the proposed amendment, says: "Admitting the possibility that water rates may be added to rental charges by landlords, let us not forget that competition determines rents and that the many landlords who favor this amendment will do their share toward seeing that such advances are not made. But beyond any such considerations do not lose sight of the high siderations do not lose sight of the big siderations do not lose sight of the big tracts of unimproved lands in our city's limits that must pay for water mains where they would pay nothing in this direction as the law now stands. "I do not think you could suggest anything that would be of general benefit to the people at large that could not be taken advantage of by hig landlords but this measure cer-

big landlords, but this measure cer-tainly exacts something in return. It is confidently expected the arrange-ment of equitable rates for water will hundreds of home-owners of limited means and the added hundreds who are struggling to pay for homes of their own. As to the argument of getting something for nothing, it must chestra furnished music, and a very fall to utter nothingness when we reflect that it must also apply to everything of real value furnished by the public, such as free streets, free schools, free arc lights and free everything enjoyed by the people at municipal expense. The only reason this argument is advanced is that we are used to paying for water and are in the habit of looking at it as a cash outlan."

The proposed amendment was drawn William R. McGarry, and was subjected to criticism and revision by Hon. C. E. S. Wood and E. S. J. Mc-Allister. It is proposed to provide wide discussion of the amendment durwide discussion of ing the campaign,

Ever since the beginning of the streetcar strike charges of unwarranted abuse of picketing carmen and their freinds, and often of innocent pedestrians, by po-lice officers have been persistent and plenteous. As such complaints are more or less expected by the general public in connection with strikes, it is thought less attention is being paid to them than otherwise would be the case. Among the union labor ranks, however, it is being generally and by no means quietly maintained that there is a certain coterie of policemen who persistently and brutally exceed both their authority and the needs of the occasion by essaying to disperse peaceful gatherings of people, and who, in doing so, readily employ physical force as well as abusive, profane and obscene language. Complaints are no longer confined to those who are essentially inter-ested in the streetcar men's contentions. An instance has just been told the writer told to move on when he had not so much as stopped and had no intention of stonas stopped and had no intention of stopping. When he turned to protest, the policeman abruptly turned to another man, laid hold of him and with curses and threats ordered him on. The man said he was on his way home from work and, displaying his dinner pail said he was then merely awaiting his car. Notwith-standing that he was then at the point where he always boarded his car, he was forced to go around a block and inter-cept his car at another point. While there was a gathering at the point in question, there was no disorder.

Similar examples are said to be so frequent that men who are not the sort

who make unnecessary noise and boast say the city will face a case that will bring it to attention soon if such procedure is allowed to go on. Much blame for this condition of affairs is laid, by the leading representatives of organized labor in Portland, directly to Mayor Lane, who, they maintain, cannot help but be informed at least in part, and who pledged protection and justice to the car-men so long as they proceeded peacefully within the law. It is also maintained that nothing but peaceful procedure has been engaged in by the pickets, and that ever since the memorable Saturday night when the strike began, every overt act, every cry of "rat" or "scab" has been done by others than pickets and entirely contrary to the wishes and orders of the union. Notwithstanding these facts, the police invariably attack and abuse the plekets and try to east the burden of all the disturbance upon them upon the presumption that they, being the primary cause of the gathering, are therefors the cause of disturbance. Union men say they have no defense whatever for any man, union or nonunion, who hurls epithets or acts in any way ungentlemanly at any time.

W. H. Fitzgerald, secretary of the Clearmakers' Union, returned from Several Part of the Stanley Brereton.

Andrews—Perfect tribute.

BIOGRAPHY.

Beze, Theodore de—Theodore Beza, the counselor of the French reformation, by H. M. Baird.

Blake, William—William Blake, by A. C. Swinburne.

Dunton, by James Douglas.

Pusey, E. B.—Story of Dr. Pusey's life, by M. M. F. Trench.

Spencer, Herbert—Herbert Spencer, by J. A. Thomson.

FICTION.

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BloGRAPHY.

THE labor organizations of the city are actively co-operating with the Free Water Association in securing signatures to the petition to initiate the free water amendment to the city charter. The matter is to be submitted to vote of the people at the coming election in June.

prices. After a three days' session a bill of prices was agreed upon and the same will be put in leffect about the first of April, after which all union cigarmakers of the two states will receive uniform pay. The new scale provides for but slight advances on a few classes of work in Oregon shops, but gives material increases to cigarmakers in Tacoma, Seattle, Walla, Everett and Bellingham. Walla, Everett and Bellingham, Perma-nent organization was effected for pur-The essential changes to the city poses of mutual assistance and the new association's affairs are to be looked after by an advisory board of three. Of this

> unions of the city, five Socialist locals and two locals of Industrial Workers were represented in the parade and mass meeting Wednesday night to protest against the conduct, of the Moyer-Heywood-Pettibone case. No disturb-ance of any kind occurred, and cheering and applause was indulged in by those who lined the sidewalks, as well as the paraders. The actions of the police did not indicate that any trouble was expected, comparatively few officers being conspicuously on the scene, while at places friendly exchanges be-tween paraders and police were noted. Lettered banners and American flags made clear the purport of the demon-stration. Several bands of music made the air resound with the familiar strains of "America," "Star Spangled Banner," "Red, White and Blue" "Marching Through Georgia" and other patriotic airs. It was announced from the platform that 3750 persons marched in the parade, while the crowd in the Armory has been variously estimated at from 4000 to 6000.

> The labor party mass meeting sched-uled for March 1 will occur in A. O. U. W. Hall, Selling-Hirsch building, Tenth and Washington streets, and will be called to order at 8 o'clock. The call for the meeting says: "It is certainly unnecessary to urge upon our friends their plain duty in this matter. Every wageworker realizes the imperative need of such an organization as the labor party purports to be, so let us all be there, register our final kick, if such be due, and start out upon the campaign under the ban-ner of harmonious unity with hearts firm and strong and a will for any strife. This, and nothing more, is needed to secure the crown of victory on election day."

> The following new officers have just been installed by the grainhandlers' union: President, Joseph Foley; vice-president, John Swanson: secretary, William McClarke; financial secretary, O. Melby; treasurer, Martin Johnson; marshal, Ed Kruger; guard, M. Wil-liams; trustees, H. R. Bluc, L. L. Ray and El. P. Stevenson. The organization is reported flourishing. It meets every Wednesday night at Davis Hall, cor-ner Russell street and Albina avenue.

An increase in the wage scale of journeymen printers in the book and job offices of Portland went into ef-fect last Wednesday morning, and is to continue for a period of three years, provide ample income to render the tax unnecessary, and at the same time make the burden much lower for the of \$22.50 per week, or a weekly raise of \$3.30.

successful and enjoyable time is re-

NEW BOOKS AT THE LIBRARY

THE new books at the Library fol-low:

ETHICS AND LOGIC. Call—Everyday living.
Hibben—Logic deductive and induct-

RELIGION. *Besant-Birth and evolution of the

Soul. Ed. 2.

Brooks—Christ the life and light,
Lenten readings sel. by W. M. S. Jay.

*Castle—Studies and treatments in
Christian Science.

Houghton—Hebrew life and thought,

*Leadbeater—Other side of death.

Murray—Sermons, lectures and addresses.

SOCIOLOGY.

Jenks-Citizenship and the schools.

Rhead-Chats on costume.

Train-Prisoner at the bar; sidelights on the administration of criminal justice. SOCIOLOGY.

SCIENCE.

Casey—Treatise on the analytical geometry of point, line, circle and conic sections. Ed. 2, 1893.

Deniker—Races of man, 1906.

Elliot—Romance of piant life, 1907.

Maeterlinck—The swarm; from the life of the bee, 1906.

USEFUL ARTS.

Dewsnup—Railway organization and working, 1906. Farnsworth—Constructional steel-work, 1905. Shaw—Clovers and how to grow them, 1906. MEDICINE.

Huber—Consumption, its prevention and cure, 1936, "Sutton—Tumors, innocent and ma-lignant. Ed. 4, 1937.

FINE ARTS.

Bing—Artistic Japan, v. 5.

Guttman—Gymnastics of the voice
for song and speech. Ed. 3.

Hayden—Chats on old furniture; a
practical guide for collectors.

Rexford—Home floriculture; a practical guide.

AMUSEMENTS.

Beard-Things worth doing and how to do them. LITERATURE.

Bates—Talks on teaching literature. Breare—Elocution; its first princi-Lawton-Anthology of French po-

Quayle-Poet's poet and other essays, Ed. 5.
Vilas—Charles Brockden Brown, a study of early American fiction.
DESCRIPTION AND TRAVEL.
Life in ancient Egypt.

DESCRIPTION AND TRAVELL Erman—Life in ancient Egypt.

Gundry—A transplanted nursery, by
Martha Kean.
Meriwether—Afloat and ashore on
the Mediterranean.
Rynhart—With the Tibetans in tent
and temple. Ed. 5.

Scarnitt Theorems in a motor car.

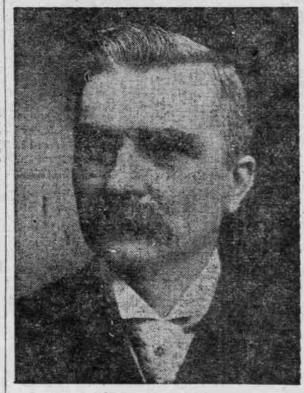
St. Lawrence, its basin and borderlands.
Thomson—China and the powers; a narrative of the outbreak of 1900.
BIOGRAPHY.

DON'T SPECULATE—I HAVE MADE A SURE LIFE INCOME FOR YOU

BY R. A. HARRIS.

(This department is conducted from the union point of view and is designed to review topics under discussion in union labor ranks from that standpoint.)

attle last Wednesday. He represented the Portland organization in the convention of the unions of Oregon and Washington to arrange a uniform wage scale or bill of prices. After a three days' session a bill I Will Make Millions—Invest With Me—If You Want to Share With Me You Must Come Quick— Your Money Will Grow Into Thousands



PAUL W. LEFFLER.

inventor of the Leffler Electro-Magnetic Railway and Signal System. Inventor of machine to make Barb Wire. Inventor of many improvements to Harvesting Machines. General Manager and Consulting Engineer of Leffler Electric System.

I ran a machine shop and brass foundry in Minnespolis, I did the repair work for the Electrical Street Railways of St. Paul and that city. I was so successful as a mechanic and electrician in this repairing that I was requested to change every dynamo put in by the General Electric Co. I saw all the troubles of the street railway managers. I found the present system of running street cars was entirely wrons.

I found I could get more power, greater speed, more safety and comfort by running cars with electro-magnets direct than by the roundabout, mixed-up system now used by electric railways.

I have always been a successful manufacturer and inventor. I have had charge of 250 expert mechanics at one time. All of my inventions have made great successes and enormous sums of money. The great successful barb wire business today is built on my patents.

I invented the first switch and turn-out that prevented the trailer wheel and today in the manufacturing of harvesting machines is very largely based on my inventions.

OUR EASY PAYMENT PLAN.

my inventions. antly jumping the wire at crossings.

For fourteen years I have studied how to make cars run faster, cheaper, safer than ever before.

I am done experimenting.

I Have at Last the Greatest Invention of This Century

It will remodel the whole railroad business. There is not a railroad in this country but that will sconer or later be compelled to adopt my system, because it is chesper, faster, safer and more money-making than any other system.

I absolutely control the next great step forward in the railroad world in my patents. Why? Because steam has run its limit! Steam cannot run a train 100 miles an hour and keep it up. The trolley and present third-rail system cannot be depended upon for long distances. Their motors are likely to burn out any minute. With my system I can run a train any distance in any kind of weather, without a hitch or breakdown, 30 to 150 miles an hour with perfect safety. By my system, if a wheel broke or a rail broke the cars would stay exactly in position on the track. They could not do otherwise. They could not jump the track at any speed. It would be impossible to run my cars off the end of a track into a river where a bridge is open. My car would stop itself even if the leverman were asleep.

I know this whole system to be a success, because I have tried it for two years. During that time millionaires have tried to get control of my system, but I would not let them, because I preferred to protect my own and small stockholders' investments.

Charles T. Yerkes offered me \$100,000 if I would throw my invention on the scrap-pile and forget it. He did not want to be compelled to change his old cable system.

Tom Johnson, of Cleveland, offered to farmish \$200,000 for my patent rights for over eighty miles an hour.

Wall street capitalists have made five different attempts to gain control over the Leffier Electric System, and Wall street generally knows a good thing when they see it. I could not afford to let these hig moneyed interests get control. I preferred to go to the small investors, to the people who want to make small, but safe and sure investments. I have therefore bound myself to this company, and to every stockholder, that I will per senally see to it that every man and woman who makes an

This Stock Advances to \$4.80 Per Share Saturday Night, March 9th

All or any shares of the capital stock of the Leftler Electric System will be redeemed by it at par or face value up to, and including, the 19th day of May, A. D. 1923, upon written notice properly given to said Company at its executive office in Chicago, lilinois, in a manner and form as provided by its by-laws, and adopted by a majority of the stockholders of this Company, so that all stock so offered for redemption, within any given period, may share equally and proportionately. However, the stock of this Company is only redeemable from funds received, or to be received, as royalities from railroad companies using the netwerk of this company under the patents of this company under license, and after proper notice, as aforesaid, which may be received from stockholders direct, or from such of said railroad companies as have received said stock in payment for transportation, or otherwise, PROVIDED, HOWEVER, no stock whall be redeemed until after May 10th, 1909, except at the option of this company.

THIS CONTRACT MEANS that this company will pay you full face value for every share of stock you buy out of the royalties paid by railroad companies

You see, every road that uses my system.
You can use your stock as cash in payment for fare or freight on any road using my system.
You see, every road that uses my system. you see, every road that uees my system will have to pay our company a royalty ever year simply for the right to use it. These railroad companies would just as soon pay us with theme certificates as pay cash, and the certificates would be the same as

100 shares at the present price you would be able to get at least \$1,000 from any ratiroad using my system. Or you could turn the certificates of stock in to us and get \$1,000 in cash when there is royalty money in our treasury. I don't think you will over want to sell, because of the enormous dividends we will pay. But if you should be compelled to sell your certificate would be worth its full face value.

This makes it absolutely impossible for any stockholder to be frozen out of the company. EVERY SHARE ON THE SOUARE

Every share of stock of our company is en the square. Not a dollar's worth of the stock will be sold which does not represent exactly the same footing or standing that every other share or dollar represents.

The stock is EULLY PAID and NON-AS-SESSABLE.

WHAT EXPERT ENGINEERS SAY. I am not the only one who thinks this is the most perfect, simple, cheap and comfort-

To prove that you will get a square deal I have had the following contract printed on the back of every certificate:

All or any shares of the capital stock of the Leffler Electric System will be redeemed by it at par or face value up to, and including, the 19th day of May, A. D. 1923, upon written notice properly given to said Company at its executive office in Chicago, lilinois, in a manner and form as provided by its by-haws, and adonted by a majority of the simply wonderful. The reto any one upon request. MY AUTOMATIC SIGNAL SERVICE.

I absolutely prevent collisions. Every-where a car moves it sends signals ahead and behind. It is not affected by storms or any weather condition. My signal system does not require either hand or mind of

does not require either hand or mind of man to operate it. No wires or poles are exposed where storms can blow them down or interfere with them. If through some accident one signal is broken, or otherwise put out of commission, another signal immediately takes its place. Every train dispatcher and operator on the road can go to sleep, and my signals will work perfectly and safely. Even the trainmen have nothing to do with them. There is no forgetting. Every signal works automatically. When trains come together too closely, head on or from the rear, an electric bell rings vigorously in the leverman's cab. ously in the leverman's cab.

CARS UNDER ABSOLUTE CONTROL. It is all controlled by one lever. The everman starts, stops and reverses with the

There are also thousands of men employed making standard locomotives and equipments. All of these will be back numbers, and will have to go out of business because this Leftler electric system will take their place and will employ thousands more. INVESTIGATE US CAREFULLY.

Come and see this most remarkable invention of the twentieth contury.

This is such an opportunity as does not come to any one once in a hundred years, to get in on the ground floor on a proposition bound to make millions. It is the next great forward step in the railroad world. It means the ultimate changing of every present steam and street railroad over to the Leffler system, not only because it can run faster, but it saves about half in operatrun faster, but it saves about half in operat-ing expenses and thousands of lives. It means faster and cheaper travel and

stockholders.
I cannot describe the system fully here. I have done this in a booklet which I will send able railway system known. Three of the most expert engineers in this country have carefully examined my system and ridden on the shares, get the bookiet and learn my car, and they have witten reports on perfect system ever devised. It will set you

greater profits to the railroad managers and

to wondering that some one did not think of this marvelous idea before.

When I send you this bocklet I will also send you the reports of some of the ablest electrical engineers in this country, who have carefully examined the system. They fully indorse it.

We have received requests from no less than seven different responsible parties within the past two weeks for estimates for putting is my system on new roads about to be constructed.

SHREWD INVESTORS MAKE FORTUNES, THIS IS YOUR CHANCE—ACT WISELY AND QUICKLY.

Don't let this opportunity slip by. As soon as the world learns what a simple,

AND QUICKLY.

Don't let this opportunity slip by. As soon as the world learns what a simple, money-saving and money-earning system this is the money-making instincts of the railway managers will force them to adopt it. This will mean millions for the stock. holders. The profits and dividends can't help but be something wonderful.

Great fortunes are made newadays by people who make judichous investment of their savings and earnings.

Saving money doesn't make you rich. It is making the money work for you while you are working that brings wealth. Invest your savings in something spre to bring the greatest returns. Bankers get rich by doing that with the money you deposit with them, and they pay you only 3 or 4 per cent for the use of your money. Why not do as the banker does and get all the profits yourself?

In honeatly believe that a very little money intenset the insteat one, at the present bettom price, will in a very short time yield such an lacome as will make you independent for it is the chance of a century. If you miss it you will regret it all your life.

ABOUT THE STOCK.

This company is not loaded down with a lot of watered stock. Neither is it a promoter's company. It is a straight, square mixed up in the tangle of preferred and common stock, nor is there any other style of hous pocus. Every share of stock stands exactly on a level with every other share.

Only a small portion of this stock is heing sold below par. If you desire to get in on the ground floor it will be necessary for you to act at once. Remember, this is no unto the company.

There is absolutely no freeze-out scheme mixed up in the tangle of preferred and common stock, nor is there any other style of hous pocus.

Only a small portion of this stock is heing sold below par. If you desire to get in on the ground floor it will be necessary for you to act at once. Remember, this is no untothe active that the profits yourself? the royalites paid by railroad companies using my system.

You see, every road that uses my system You see, every road that uses my system will have to pay our company a royality ever year simply for the right to use it. The BUSINESS WILL BE IMMENSE with the same lever seems that if you bought. This contract means that if you bought and the certificates would be the same as cash to us.

This contract means that if you bought and companies that will be able to get at least \$1.000 from any rail.

It is all controlled by one lever. The leverans starts steps and reverses with the same lever. Show, ice, sleet, rain, grease. Here is such an opportunity as may never control of the car or train.

THE BUSINESS WILL BE IMMENSE because before long we will be putting my system on all the standard, street and interport of the right to use it. The because before long we will be putting my system on all the standard, street and interport of the right to use it. The system on all the standard, street and interport of the present electric railway equipments and cars. Another firm employs nearly as many more to first one control of the car or train.

This contract means that if you bought the profession of the present electric railway equipments and cars. Another firm employs nearly as many more to first one control of the car or train.

The BUSINESS WILL BE IMMENSE this do not come more than once in a century. He so you to act carefully, wisely this do not come more than once in a century. It is up to you to act carefully, wisely this do not come more than once in a century. It is up to you to act carefully, wisely this do not come more than once in a century. It is up to you to act carefully, wisely this do not come more than once in a century. It is up to you to act carefully, wisely this do not come more than once in a century. It is up to you to act carefully, wisely this do not come more than once in a century. It is up to you to act carefully, wisely the to you to act carefully, wisely the proportion on the triple and on

For every 10 shares, \$12 cash and 6 monthly payments of \$6 cach; total \$48. For every 100 shares, \$120 cash and 6 monthly payments of \$60 cach; total \$480. Any other number of shares, up at the same rate,

Not more than 5000 shares to any one

All remittances must be made in either postoffice money order, registered letter, express money order or draft.

If you let this opportunity get by without taking all the stock you can possibly buy you will soon be in the position of the man who refused to buy Bell Telephane stock when it could be had for small money and later saw it sell for 30 times what he could have bought it for.

I am at the office every day from 9 A. M. to 5 P. M. Next Saturday night until 9 o'clock.

If you can't call

If you can't call, write for booklet and engineers' reports.

POINTS TO REMEMBER ABOUT THIS SYSTEM FOR STREET RAILWAYS.

There are no overhead wires, no third rail, no slot in the street, no under-ground trolley, no obstructions in the street

It is cheaper to operate, uses a half loss fuel at power-house, is cleaner, surer and quicker in operation than any other. Cannot be stopped by sleet or snow

Cannot be stopped by sleet or snow storms, rain, loo, grease, dirt or any biher similar obstructions on the track. It cannot produce electrolysis on water pipes or conduits in the streets, which is now such a beavy expense to cities under the trolley system.

It cannot interfere with any other electric lines, requires less current than other systems and develops greater power.

power.

It is all controlled by one lever, and is always under the most absolute control anywhere and under all conditions.

It is noiseless, since there are no geerings, motors or ather machinery to grind, squeak or rattle.

There are no "burn outs" of motors, because there are no motors to burn out. It is impossible for man or beast to get a shock from an electric current.

POINTS TO REMEMBER ABOUT THE LEFFLER SYSTEM TAKING THE PLACE OF PRESENT STEAM RAILWAYS.

It does away entirely with locheavy motor cars, electric engines and al-other similar heavy and expensive ma-chines.

can be regularly reached and maintained for any distance. Runs winter and summer aliks. Not affected by ice, snow, grease, dirt, sleet, rain or any other weather condition.

Less than one-quarter of the fuel is needed.

Trains can be started and stopped

No brakes are required.

It done by reversing the current.

There is no flatiening of the wheels and consequent jogging of the cars.

Wheels do not grind on the rails to start trains, hence no holes and depressions

It is easier on the roadbed and care and practically no repairs will be needed



This Leffler Electric Train Will Run 80 to 200 Miles an Four Without the Possibility of Jumping the Track—Swift Safe and Sure. LEFFLER ELECTRIC SYSTEM, (Inc.) CHICAGO.

The undersigned is our Fiscal Agent for the West. Address all inquiries and orders to

OFFICE OPEN SATURDAY EVENINGS UNTIL 9 O'CLOCK

Fenollosa—Dragon painter.
Hudson—The purple land.
Fox—Knight of the Cumberland.
Gissing—Will Warburton.
Gorky—Creatures that once were

nen.
Hill—The accomplice.
Moss—Poet and the parish.
Saunders—Saints in society.
Spearman—Held for orders.
Warman—Short rails.

Warman—Short rails,

BOOKS FOR CHILDREN.

Butler—Our little Mexican cousin.

Davenport—Milton Blairlie and the Green Mountain beys.
Foulke—Twilight stories.
Greene and Kirk—With spurs of

gold. McDonald-Our little Canadian cou-MacGregor-Stories of King Arthur's Marshall—Stories of Robin Hood. Roulet—Our little Spanish cousin. Smith—Four on a farm. Ziemssen—Johann Sebastian Bach.

MORE FUNDS FOR PUBLICITY

Subscriptions Come Readily for Middle West Advertising.

The appeal for more funds on behalf of the publicity department of the and temple. Ed. 5.

Scarritt—Three men in a motor car.

HISTORY.

Of the publicity department of the publicity of the publici next week have been received.

The Portland Cordage Company, through its president, S. M. Mears, has added \$240, or a contribution of \$20 per month for one year. Other sub-scriptions are: Kelly-Clark Company, \$60; Zan Brothers, \$50; N. D. Simon, \$20; Edgar J. Daly, \$20; M. L. Hol-brook, \$30. Subscriptions were also re-

ceived from Yerex Bros.' Company and Philip Bates. A letter from Walter F. Burrell, a member of the executive committee, who has been a subscriber to the fund since its beginning, says that, in addi-tion to the Burrell Investment Com-pany's subscription of \$25 per month, which has been paid since the

the Portland Commercial Club, the firm takes great pleasure in subscrib-ing an extra \$100 in eash, feeling it should assist in advertising the low rates of fare available to this state in the leading papers of the Middle West.

CROCKER WRONG IN SUIT

Cannot Recover Fee Paid Doyen for Treating Wife.

PARIS, Feb. 23 .- George Crocker, of San Francisco, has been nonsuited and condemned to pay the costs of his action to recover \$20,000 from Doyen, which Mr. Crocker paid physician in 1994 for treating the late school

tribunal of the Seine, in rendering judgment today, held that the good faith of Dr. Doyen had been wrongly attacked. The contract, it was pointed out, had been freely entered into by the parties concerned and therefore could not be appropriate to the next to could not be annulled unless Dr. Doyen failed to perform his duty, which was not the case, as he withdrew at Mr. Crocker's request and was ready at all

times to resume his treatment of Mrs. Crocker. The court declared it could not de-cide the question of reasonableness of cide the question of reasonableness of the fee, but only that of the validity of the contract.

Grange Entertainment.

Russellville Grange, Patrons of Husbandry, gave an entertainment in the schoolhouse Friday night for the benefit



organization of the publicity work of Mrs. Crocker for cancer. The first of the hall fund. "Among the Breakers" hall. Russellville Grange will entertain

F. H. JOHNSTON, Fiscal Agent

425-426 Fliedner Building, 10th and Washington, Portland, Oregon

UNPRECEDENTED SUCCESS



C. GEE WO

The Great Chinese Doctor

Entrance 1621/2 FIRST STREET Corner Morrison

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