

WIFE'S LOVE NOT LESS BY KNOWING

Previous Amours of Clarence V. Everett No Barrier to Alice Fleming.

DEAR, GOOD MAN, SHE SAYS

Myantha Garlington, to Wed Whom Mr. Everett Secured License in June, Had Many Admirers During Stay in Portland.

"I knew all about Mr. Everett's affair with Myantha Garlington before I married him. He told me everything. He is a dear, good man, and I am very much in love with him."

Myantha Garlington is not a Portland woman. She never did belong here; that is permanently. Some time during last May she came to this city and took up her abode at the Portland Hotel. She dressed stylishly. She was pretty. She was witty. The lack of a chaperone did not excite much comment, except, possibly, among the women who were forced more or less into the shade by her greater brilliancy, for the reason that she seemed amply able to take care of herself.

Nynthia Garlington, intimating that she was a widow. She told those with whom she became best acquainted that she had fled from some place in the State of Michigan to escape the attentions of a millionaire whose personality was distasteful to her, but who insisted that she become his wife. She also talked of Texas and connections in that state.

Mrs. Garlington wormed her way into the hearts of quite a number of the "young bloods" of Portland, who frequent the Portland Hotel. She had many ardent admirers, none more ardent than Everett. They vied with each other good naturedly, and sometimes with traces of animosity, for her favor. She was much feted. Finally, on June 12, Everett secured a marriage license. He had won out. He was very proud of his conquest, and was much envied by the unsuccessful suitors who had likewise showered attentions on the merry widow from the East.

Everett Refuses to Explain. The marriage was to have taken place within a few days of the securing of the license. Everybody was frequenting the Portland Hotel. One day Nynthia Garlington disappeared, and it was announced that the proposed matrimonial alliance was off. Everett refused to talk. He still refused to say whether the Eastern woman threw him over or just what happened.

And the marriage license, to say nothing of incidental courtship expenditures, cost \$2.

"You people make me out an awful flirt, and that is a reputation which I do not desire. The people at the Baker Theater merely hum to conclusions. I admitted when they questioned me that I did frequently get letters from a particular young man. I said that he was a very good friend of mine, but denied that I was engaged to marry him. You know the way people are. They probably put a reverse construction on my denial. Some people, especially in these provincial cities, seem to think that a girl must marry a man if she corresponds with him."

Both Are Well Pleased. "Mr. Everett knew all about that before we were married, even as I know all about his affairs. By the way, it is not true that Mr. Everett was introduced to me in the wings of the Baker Theater. I first met him at a dinner given in honor of Norman Hackett, when that actor was playing in the city a short time ago. As a matter of fact he persistently refused to go behind the scenes. Really, you cannot blame Mr. Everett for refusing to tell the public why his marriage to the other woman did not take place. He is a Southern gentleman, you know, and does not care to say anything which might in any way be twisted or reflect on a lady.

"That other affair does not make the least difference to me. Mr. Everett is one of the most manly and lovable men I have ever met, and we are extremely happy."

VOTE AIDS GOOD ROADS Amendment Allowing Bonds by Counties Is Impetus.

Enthusiasm appears to be growing throughout the state for good roads since the adoption of the amendment at the recent election making it possible for counties to provide funds as they elect for road construction.

W. J. Clemens, of the Realty Association of Portland, says business men, farmers and business men of the state now join hands in the road-bettering movement in a definite way and with their combined efforts the public thoroughfares in Oregon will soon become the state's greatest asset.

"A scientifically constructed road will increase the value of land through which the road passes at least 150 per cent," said Mr. Clemens. "The farmers of Oregon appreciate this fact now, but a year ago it was difficult to impress farmers and business men of the importance of good roads. There seems to be a genuine healthy feeling for this movement and it is growing constantly."

"It will be economical to build our roads with the best material and with expert workmen. After we get modern roads, we should also provide means to keep them in repair. A good piece of road should be looked after in the same way as a fine building."

Thomas Gault, postmaster at Gladstone, has filed separate communications with the State Railroad Commission, asking that body to reconsider its action in changing the location of the stopping place of cars of the Portland Railway, Light & Power Company, at that point.

Ryan says that he, and others, have gone to considerable expense in securing property and erecting buildings, doing so under the impression that the old stopping place was permanent and that they will stand to lose considerable, not only in a financial way, but as far as convenience is concerned.

Gault also calls attention to the location of the postoffice and expresses himself as being of the opinion the change will work a hardship.

It is explained at the offices of the Commission that when stopping places were originally considered some desired a stopping place at the one which



Mrs. Clarence V. Everett, Formerly Miss Alice Fleming, Fond of Husband Who Got License to Wed Another.

has been in use, while others wished the cars to stop about 500 yards further up the road. As a compromise the Commission ordered a new station midway between the points in dispute, this being the new station which is being built on a scoring from the residents of Gladstone.

EILERS LEASE BUILDING

TEN-STORY STRUCTURE, SEVENTH AND ALDER, SECURED. Piano House to Occupy First Three Floors and Sub-Let Rest—Contract Is for 30 Years.

By a deal closed with the Eilers' Piano House, Meagley & Tichner, owners of the 10-story reinforced concrete building being constructed at the southeast corner of Seventh and Alder streets, have leased the entire building for a term of 30 years. Terms of the lease were not made public.

With the closing of the lease, the owners will build the structure 10 stories high and change the interior of the building to suit the tenants. The plans were completed by Emil Schacht & Son and accepted yesterday. The building as now planned will cost \$250,000.

The basement and first three floors will be used exclusively by the Eilers Piano House. The remainder of the building will be sub-let to professional musicians and to making the building the center of musical studios in the city.

One of the features of the building will be a large music hall, or auditorium, extending through two floors at the south end of the building, thus the hall will have ample height, permitting the installation of a large pipe organ. The stage will be in the center of the building, and a unique arrangement of seating will bring every auditor close to the stage.

The building will be lighted from all four sides. It will also have a basement and a sub-basement, which will be used by the music company. A central heating plant will be installed in a portion of this basement, which will also serve to supply heat to other buildings.

The architects and builders are confident that the entire building can be completed by the middle of next year.

BENSON SPENDS NOTHING Candidate Carries Every County With No Campaign Expense.

SALEM, Or., Nov. 19.—(Special.)—Although W. W. Benson carried every county in the state in his campaign for re-election to the office of Secretary of State, not one cent did he expend for campaign expenses, according to a statement filed by him today.

John W. Cochran, political manager for Jay Bowserman, Republican candidate for circuit judge, expended \$233 for the non-partisan judicial movement. Dalton Biggs, candidate for circuit judge, spent \$346.55; Henry L. Benson, candidate for circuit judge, spent nothing; C. A. Buckley, candidate for the Twenty-eighth Representative District, \$70; Fred Chambers, candidate for circuit judge, expended \$19 cents; John P. Rusak, candidate for the Twenty-fourth Representative District, \$45, and Frank M. Calkins, First Judicial District, \$19.

PROMINENT SOCIETY GIRL Edits "Spectator."

More than ordinary interest is taken in the current issue of the Spectator because it bears the name of Genevieve Thompson as acting editor. Miss Thompson is one of the cleverest of our society girls and has written much for the weeklies and magazines. She has accomplished a distinct feat with this week's issue of the Spectator, which is as bright and entertaining as any that have preceded it. Miss Thompson will edit next week's issue of the Spectator.

CARD OF THANKS. Mr. and Mrs. S. G. Cuyler and family wish to thank friends for their kindness and sympathy during their recent bereavement in the death of Edgar Earl Cuyler.

A caterpillar devours 5000 times its own weight in food during a single month.

FLYING MADE SAFE

Lents Man Says His Invention Removes Danger.

BALANCE IS AUTOMATIC

Movable Platform Corrects Variations in Angle of Planes, Says A. C. Garride, Who Will Try for Great Rise.

A. C. Garride of Lents claims to have invented an aeroplane which will revolutionize aviation and with which he intends capturing the trans-continent prize next spring. His model shows many innovations in construction, chief of which are a movable platform for the engine and pilot and automatically-moving aeroplanes.

"Many aeroplanes are making exceptionally long and comparatively safe flights," said Mr. Garride, "but for any and all of them now in existence at the present time their safety depends upon the skill and nerve of the pilot, the plane itself furnishing the support."

"I have invented an aeroplane that is absolutely automatic, the duty of the pilot is only in the guidance and operation of the engine. The balancing of my biplane is obtained through a movable platform, on which are placed the engine, fuel tanks and pilot or engineer. All variations in the supporting planes caused by sudden gusts of wind or in making sharp turns are at once corrected by the opposite action of equilibrium planes, operated directly by the moving platform."

"By this plan I am sure that all danger and accidents, such as caused the death of Ralph Johnson at Denver last week, will be obliterated. In making spiral glides or straight glides it will be impossible to veer too much on one angle, because the automatically-operated planes and platforms would immediately right the tilted machine."

"As yet there are no aviation engines that can absolutely be relied upon for the purpose of operating this machine. I am going to install two engines, so arranged as to enable the pilot in case of trouble with one to switch to the other without stopping the propeller."

"The weight of my biplane complete will be very little more than that of a full-sized Curtiss, excepting the weight of the extra engine and an engineer in addition to the pilot. "I expect to have the aeroplane completed this winter. I shall be in a position to make flights at Denver later than I have ever seen. The machine is modeled much like that of the Wrights and Curtiss in general appearance, but is unlike them in the mechanical department, being far superior in my estimation. Engine trouble, I think, will be a thing of the past if my plan is adopted. Carrying two engines will not require two engines, with all the attendant danger, if anything, will have a tendency to steady the craft while in flight."

"The less strenuous life of the pilot if my machine proves successful, will promote aviation among even the more timid people and possibly the women will see fit to become aviators. Of course, to a certain degree of daring, which is essential in aviation now, will still be necessary, but the success of the flight will not depend upon the nervous and daring of the pilot, as is now the case. There is a great future in store for the air craft."

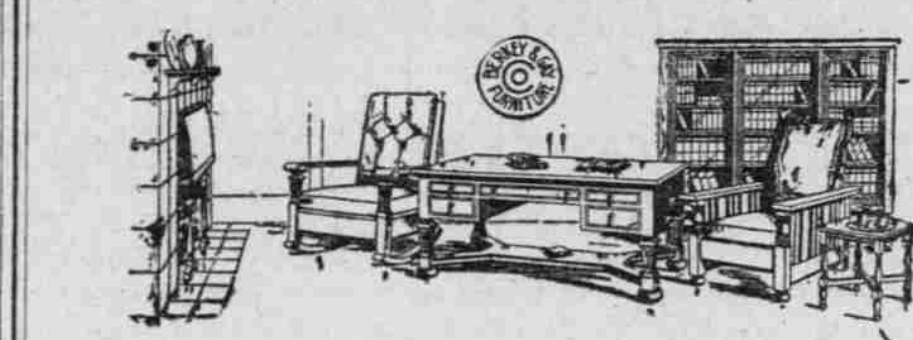
Mr. Garride has had considerable experience in mechanical work and is a student of air currents and matters pertaining to aviation. He has been perfecting his working model for more than a year. Successful flights have been made with the model.

PORTLAND DAY. Hood River Fruit Fair, November 24.

Saturday, November 26, will be Portland Day at the Hood River Annual Fruit Fair. For this occasion the Oregon Railroad & Navigation Company will make a special round trip rate of \$2.55. Tickets will be good going Friday, the 26th, or Saturday, 27th, with final return limit November 27.

Trains leave Union Depot at 8 and 10 A. M., 4, 6, 8 and 11 P. M. Tickets on sale at city ticket office, Third and Washington streets, or Portland Union Depot.

SOLE AGENTS FOR THE CALEDON AND GARLAND IMPORTED SCOTCH RUGS



Flanders Furniture Quaint Furniture Kenilworth Furniture

If you have fir woodwork stained brown or Fumed Oak, let us show you our Flanders, Quaint and Kenilworth furniture.

No doubt you are tired of Mission furniture and want something more comfortable, more out of the ordinary, and more beautiful. You want your furnishings to be interesting rather than commonplace—to be a little different from your neighbor's and your friends.

Flanders Furniture, made by Berkey & Gay, is designed in the spirit of the old Flemish furniture. It is a rich brown color, staunchly made, comfortably upholstered and with just enough ornamentation in the turned legs and supporting backs to make it distinctive.

Kenilworth Furniture is quite new though based on old models. It is rather light and very graceful. The legs are usually turned spirals. The backs and seats are cane. It gives a delightful old-world air to Living Room, Hall and Library.

Stickley Brothers' quaint furniture we have made too well known in Portland to require comment. Our stocks for every room are larger and more complete than ever before. We most cordially invite you to see our Fumed Oak furniture and to acquaint yourself with our prices.

Fifth and Stark J. G. MACK & CO. Fifth and Stark

COMPANY IS ENDED

Astoria National Guard Artillery Is Abolished.

OPPOSITION CAUSES ORDER Business Men Object to Employees Going to Encampment and Result Is Such Poor Showing Company Is Disbanded.

First Company, Coast Artillery Corps, Oregon National Guard, at Astoria, has been such a failure that Adjutant-General Finzer yesterday ordered the company disbanded November 20.

The reason assigned in the general order is that the company has not maintained the required standard of efficiency.

Three years ago the company was organized at Astoria with a full complement of officers and men, and it was a promising auxiliary to the Pacific Coast defense of the War Department. Drills have been attended, but showings at encampments were so poor that the War Department virtually requested that the company be disbanded. In keeping with the suggestion, which was written between the lines by the War Department, General Finzer yesterday issued the official order, which will wind up the only volunteer defense of the coast of Oregon.

"I regretted very much to order the company disbanded," said General Finzer, "but the attendance was so poor at the last encampment that it was not worth while to try to maintain the company. Business men of Astoria, I understand, told members of the company that they could not have their positions back when they returned from the encampments, and also announced that they would not employ a man who belongs to the company or joined the company."

I did not think it right to apply the law and force these men to lose their positions and decided to disband the company.

A number of other places want a coast artillery company, and I believe if a corps is organized and the men are brought into closer contact with each other and with the National Guard, that branch of the service will do better. The Astoria company has never been in camp with the Oregon National Guard except during target practice, and then it sent five men."

Charles H. Abercrombie, Captain of the company, has been ordered to prepare the muster-roll and turn all the equipment over to Captain Knapp, Quartermaster of the Oregon National Guard, November 20.

CLARK PRODUCTS INCREASE Farmer Near Vancouver Grows Crop of Tobacco.

VANCOUVER, Wash., Nov. 19.—(Special.)—Tobacco grown in Clark County proves that one more product may be raised here. Edward Parmentier, who lives near Fruit Valley, two miles from Vancouver, has harvested enough of the tobacco weed to last him all winter.

A few years ago he planted tobacco here and the leaves were more than a foot wide and 30 inches long, and the stalk was five feet high. The tobacco seed is planted in a hothouse in January and transplanted in the garden in May, where it matures in August.

Mr. Parmentier expects to plant more tobacco next season.

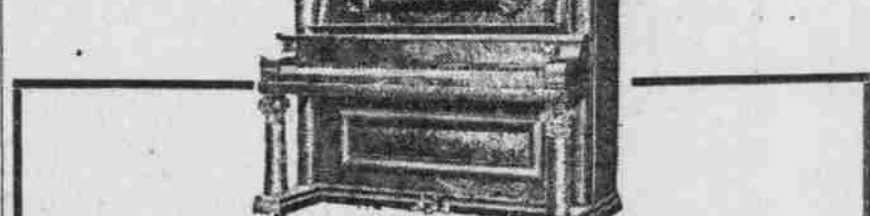
Wedding Anniversary Observed. Mr. and Mrs. J. Simon entertained about fifty guests last Sunday in honor of their 10th wedding anniversary. Mr. Simon is a member of the firm of J. Simon & Bros. Many beautiful gifts were showered on the couple. Tables were set for all the guests and many toasts offered, the merriment being carried on far into the evening.

The interior decorations were made beautiful by the many roses and Oregon grapes, which were profusely scattered over the rooms.

Those present were: Dr. and Mrs. Ralph Abramson, Mr. and Mrs. J. Goldstein, Mr. and Mrs. M. Rybke, Mr. and Mrs. M. Ostrow, Mr. and Mrs. Ben Simon, Mr. and Mrs. J. Levy, Mr. and Mrs. Meyer Simon, Mr. and Mrs. M.

Goldblatt, Mr. and Mrs. Alex Goldstein, Mr. and Mrs. J. Zolkowitz, Mr. and Mrs. H. Goldstein, Mr. and Mrs. John Gilbert, Mr. and Mrs. Morris Hyman, Mr. and Mrs. Joseph Blank, Mr. and Mrs. Louis Goldstein, Mr. and Mrs. Mark Hochfeld, Mr. Mark Goldstein, Mr. M. Cohn.

Mr. Al. Goldstein, Messrs. Abe Rogoway, Willie Rogoway, Newton Simon, Alfred Simon and Norton Simon, Misses Becca Goldstein, Daisy Ostrow, Mabel Goldstein, Prindle Levy, Florence Rybke, Bertha Forman, Edith Abramson and Beatrice Goldstein.



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THE NORTH COAST LIMITED

Leaves Portland 7 P. M. Via "The North Bank Road" (S. P. & S. Ry.) and Northern Pacific. NO CHANGE NO DISCOMFORT NO DELAY. Local travel and local stops eliminated in the interest of time and comfort of through passengers. Standard Sleeping Cars; Observation-Library-Buffer Car. Most Inviting Dining Car. Carries Standard Sleeping Car passengers for Spokane, Missoula, Butte, Bozeman, Billings, Miles City, Fargo, Eastern Terminals and Beyond.



A CHRISTMAS EXCURSION TO EUROPEAN POINTS Via White Star Line from New York City and Portland, Me. Through Tourist Sleeping Cars From Coast to Coast. Starts November 26. No change of cars.

NORTHERN PACIFIC RAILWAY Ticket Office—255 Morrison Street, Portland. A. D. Charlton, Asst. Gen. Pass. Agent, Portland, Or.

Winter Schedule Effective October 30, 1910. GRAND TRUNK PACIFIC Steamships "Prince Rupert" and "Prince George" FOR— Victoria, Vancouver and Prince Rupert. Connecting at Prince Rupert with "S. S. Prince Albert" for Stewart and Queen Charlotte Islands.

DAYLIGHT RIDE TO VI-TORIA LEAVE SEATTLE, WASH. Every Sunday at 2:00 P. M. Northbound. LEAVE VANCOUVER, B. C. Every Monday at 11:00 P. M. Northbound. Every Saturday at 2:00 P. M. Southbound.

MEALS AND BERTH INCLUDED NORTH OF VANCOUVER. "North Pacific Coast Commercial Excursion" to Hawaiian Islands and Return on "S. S. Prince Rupert" February 2, 1911. Rate \$25.00. For Tickets and Reservations Apply to Local Railway Ticket Agents or J. H. Burgis, Gen'l Agent, First Ave. and Yealer Way, Seattle, Wash.

Does the Heart Good

Post Toasties

To see how the little folks (and big ones too) enjoy A sweet, crisp, flavory food. Wholesome and convenient to serve.



"The Memory Lingers" POSTUM CEREAL CO., Limited Battle Creek, Michigan