In Cleverly Arranged Dining-Room 350 Drink to Health of Officials Here.

#### MERRIMENT RULES DINNER

Clang of Bells, Calling of Sta tions, and Rush at "Grub" Time Make Honored Guests at Home. Every Minute Joyous.

(Continued From Pirst Page.) . Campbell, general superintendent, othern Facific: A. E. Hutchison, pur-asing agent, Southern Pacific: H. E. Southern Pacific; A. E. Hutchison, purchasing agent, Southern Pacific; H. E. Lounsberry, general freight agent, Southern Pacific; J. H. Mulchay, assistant general freight agent, Southern Pacific; J. H. Mulchay, assistant general freight agent, O. W. B. & N.; W. D. Skinner, general freight agent; J. R. Stein, assistant general freight agent; J. R. Stein, assistant general freight agent; And A. C. Martin, assistant general passenger agent of the same road; S. G. McKeen, president, and W. N. Porter, freasurer, of the Mount Hood Ballway; Carl R. Gray, president of the North Bank and Hill roads in Oregon; G. H. Smitten, assistant general freight and passenger agent, Great Northern; W. Warner, district freight and passenger agent, Cregon Electric and United Ballways, and F. W. Hild, general manager, Portland Rallway, Light & Power Company.

Menu is Fine Card.

#### Menu Is Fine Card.

The Northwestern United Develop-ment Rallway Company's eating-house was the name emblacened on the red-backed time card which served for a menu, and inside were the different items arranged with minutes and times. liems arranged with minutes and times. Following the division point came the speakers, each of whom was permitted to discourse 10 minutes, when the real, elsetrically-operated semaphore worked from the tower by L. A. Colton, who also read the message that could be heard coming over his ticker and fagged them summarily. Just at the time the arm dropped, the train crew found enjoyment in exercising their wheel hammers on the flanges, and the speaker preferred ten times out of ten to sit flown without further competition.

From time to time a train was backed into the sating-room. This fealure of the entertainment had been propared by H. B. McCabe and C. J. Smith, of the Baker Theater. It was on the observation platform, for instance, that the train butcher. E. P. Mossman, who in real life is office boy to Guy Taibot, buck and wing danced until the roof of the lunchroom was almost torn off with applause, and Honiface Merrick hugged his waist, spanned by its capacious white apron, in slarm. The Dregon Male Quartet, consisting of J. W. Alstock, M. J. Keating, J. A. Fauscher and A. W. Ledbury, sang railraad diffice from the same sdvantageous position.

"Hobe" Kicked Off Train,

"Hobo" Kicked Off Train,

"Hehe" Kicked Off Train,
Jimmle Dunn, in the role of an English woman tourist of atroclous accent, perambilated through the eating-house and delivered himself of comments anest the fare.
Station-Master Guy Talbot found he had his hands busy all the time carrying messages from the round-house. C. C. Chapman, the Pallman conductor, was here, there and everywhere.
The signs on the walls were as attractive as the usual lunchroom article. Patrons were informed that "Ice cream and tomato sauce together cost 10 cents": "It is not becessary to tip the malter; this is not a dining-car," and others of like lik.
Then, as the guests started on the

anters, this is not a dising-car, and others of like lik.

Then, as the guests started on the first course, the train came in. It was true to life. As the semaphore dropped, the bell clanged and the flat wheels ground against the rails, steam escaped and air valves opening, whistled as in real life. More than one railroad man, aid H. B. McCabe, the property man of the Baker, who arranged the "effects," was "there with bells on."

Occasionally "Tam" McArthur would

lects," was "there with bells on."

Occasionally "Tam" McArthur would avert a wreck by a spirited dash at the telegraph key, and, just to relieve the monotony, the section hands hicked a hobe off the ralls. The "hobo" was heard to remark he would not be the hobe at any future banquet, not to please loe railroad men.

## Spokane Scade Warning.

Following are some of the "tele-grams" read: From the Spokane+Chamber of Commerce-Accept our friendly advice: Look out for your pecketbooks and watches.
Medford Chamber of Commerce-We

want public docks, and we want your

From A. W. (Walter) Lafferty to George M. Hyland—Sorry to learn you are running for Congress; Washington is full of high school girls.

is full of high school girls.

The telegraph operator said the following was from J. D. Farrell—My greatest regret is I cannot be with you tonight. Shasta Limited won't henor my pass. Shall fire McMurray.

tenight.

L.A. McArthur, a white-haired man, as "Claim No. 1," and A. A. Schell had a lively dialogue. The "claim" was for two needles lost out of a carload and

was for \$51.

A telegram to the freight claim department of the O.-W. R. & N. road as follows. Advise result of claim XPZL-MTLI-25.281ZA-89.435XYZ, filed Sep-1846.

tember, 1846.

Telegrams of regret from prominent frailroad men all over the country. Including John F. Stevens, C. H. Marklam, W. H. Sproule, A. L. Craig and E. E. Calvin, were read.

Hom. "Smarty" Watson, who was present at the dinner, heard from his chief in this wise:

"Who is Louis W. Hill? Is he a short term man, honor man, parole man or lifer? What does he know about F. Statement No. 1? Oswald West."

Hill Hears of Strag-Haugers.

## Hill Hears of Strag-Haugers.

W. W. Cotten was called on for a minimum as he stopped off on his way for the Orient. He told of the days when he, A. D. Charlton and S. H. Sheidon had their railroad time kept busy caring for the lady members of visiting opera troupes in Portland's early ing opera troupes in Portland's early

As P. W. Hild rose to apeak a reso-lution received from the Anti-Car Seat League was presented. Mr. Hild was prayed to increase the number of straps, take away the seats in the cars and allow each inflyidual strap-banger to purchase a strap at the "regular price." Four strap-hangers, swaying with the motion of cars entered, while hear goings revenerated.

with the motion of cars, effected, white car gongs reverberated.

Hefore the railroad semaphore and gongs forced Mr. Hild to eit down he said the strap-hanger existed because he wanted to. The only way to attack the problem, he asserted, was to level or flatten out the peak load. The

y way this could be accomplished, thought, was to spread out the neward rush by having the business sees vary their hours of opening and

G. F. Johnson, who introduced the peakers, called on H. M. Haller, presi-ent of the Chamber of Commerce, who poke on "The Merchants and the Rail-

few remarks agent corporation men.

The rising of Rev. John H. Boyd was heraided from the telegraph tower by a communication from Gipsy Smith.

which ran:
 "See if you can land Charlie Merrick.
I tried to, but 'nothing doing."
 "Please wire back." instantly responded the speaker, "that I will meet my brother after the prayer meeting

next Thursday."

"O. K.," rattled the ticker.

Rev. Mr. Boyd spoke in a happy vein of the "good old days" when a parson was the recipient of passes from railroad men. and that he enjoyed railroad nen then, as now

Tribute Paid to Builders. Immediately after T. B. Wilcox was introduced to speak on The Railroads and the Oregon Development League,"

introduced to speak on "The Railroads and the Oregon Development League," the towerman announced the receipt of a telegram addressed to the speaker as follows: "Is it true that your flour is the reason for your dough?"

Mr. Wilcox referred to the difficulties in securing railroads in the early days and the conditions which made possible the construction of the Central Pacific Hailroad long hefore any such enterprise could be hoped for Oregon. He paid a tribute to the ploneer railroad builders, Henry Villard, Charles B. Wright and Fred Billings, but declared that it remained for Hill and Harriman to back their confidence in Oregon's possibilities with gold pieces. The portraits of these empire builders, presented to the club by Mr. Wilcox, he hoped would be an inspiration to the 1800 men who passed them in entering and leaving the Commercial Club.

Upon introducing Edgar B. Piper, vice-president of the club, there was a pause when the tower man again announced a telegram addressed to Mr. Piper: "Can't read copy of your speech to be delivered at railroad banquel. Can we substitute something from the Congressional Record?" Mr. Piper, after a humorous introduction, dwelt seriously on the part the railroads have had in he development of Oregon and the Northwest. He referred to the co-operation of the Commercial Club with the railroads in calling attention to the immigrant to the possibilities of Oregon and the Northwest. He referred to the co-operation of the Commercial Club with the railroads in calling attention to the immigrant to the possibilities of Oregon and the Operation of the Commercial Club with the railroads in calling attention to the immigrant to the possibilities of Oregon and the Operation of the Commercial Club with the railroads in calling attention to the immigrant to the possibilities of Oregon and the Operation of the Commercial Club with the railroads in calling attention to the immigrant to the possibilities of Oregon and the Operation of the Commission, declared that the

Clyde B. Altchison, of the State Rail-Clyde B Aitchison, of the State Entiroad Commission, declared that the
calm deliberate sentiment of the people
of Oregon is one of utmost fairness to
line transportation lines within the
state's boundaries. He referred briefly
to the railroad commission act and its
administration, saying that if there has
been fault it has been a fault of the
head and not of the heart.

Robert L. Strahorn, of Spokane, and
S. G. McMeen, of the Mount Hood line,
spoke in humorous vein. C. E. S.
Wood, the last speaker, said on rising
that he fancied that as he was somewhat behind his achedule he was therefore expected to run "wild."

Those present were:
W. J. Hofmann.
L. Lang.
H. Stein.
A. C. Martin.
H. M. Lembard.

G. Labba
George A. Lovejo
J. H. McDermoth
W. H. Mercetth
C. E. Moulton.
Horsen Mecklam.
J. McPherson.
W. McMuray.
W. Minto.
W. M. McArthur.
W. McArthur.
W. McCrillin
W. McCrillin
W. M.

J. Louisson.
J. McGiufre.
C. H. Moora.
W. J. Phillips.
E. C. Michener.
Dr. E. E. McDaniel
Dr. Roy McDaniel.
Phil Metschan, Jr.
C. B. Merrick.
S. M. Meors.
F. C. Malpas.
J. P. Marshall.
H. H. Miller.
J. W. Morrow. H. H. Miller.
J. W. Morres.
C. H. Moores.
E. W. Moshler.
W. H. Mackay.
A. S. Rethwell.
T. I. Bobinson.
F. H. Ransom.
K. H. Keehler.
W. H. Slowam.
H. W. Schmeer.
John Scott.
J. J. Sayer.
W. A. Williams.
F. R. Stanley.
F. A. Spencer.
A. Spencer.

Z. A. Stanley.
Z. A. Spenter.
Rinine R. Smith.
W. C. Hearthest.
H. D. Siglet.
C. E. Simmons.
A. M. Shannon.
A. C. Jackson.
C. Jackson.
C. Jackson.
C. W. Stinger.
R. H. Trumbull.
H. S. Tuthill.
Guy W. Talbot.
H. M. Townsend.
C. H. Thompson.
E. T. Tuthill.
Guy W. Talbot.
H. M. Townsend.
C. H. Thompson.
T. T. Willed.
E. H. Trumbull.
H. S. Turner.
E. A. Taylor.
H. E. Vernon.
T. H. Wileoz.
W. H. Wehrung.
A. B. Wentherford.
E. Henry Wemme.
E. A. Taylor.
H. E. Vernon.
E. L. Williams.
E. W. Williams.
J. W. A. Williams.
J. W. Williams.
J. E. Walton.
J. Frank Walton.
J. E. Weltworth.
L. R. Williams.
J. E. Walton.
J. W. Youriell.
J. W. Younger.
George E. Youle.
E. L. Van Bresser.
H. Gustave Henere.
Frank A. Ryder.
M. M. Johnson.
H. J. Peterson.
H. J. Peterson.
H. J. Peterson.
H. J. Peterson.
L. J. Wanglion.
H. J. Peterson.
L. J. Wanglion.
L. J. Mondennhall.
Samuel Centrall.
George Morris.
J. C. Clemeon.
W. F. Prudbomme.
H. W. Michaell.
George Morris.
J. C. Clemeon.
W. F. Prudbomme.
H. W. Michaell.
George Morris.
J. C. Clemeon.
W. F. Prudbomme.
H. W. Michaell.
George Morris.
J. C. Clemeon.
W. F. Prudbomme.
H. W. Michaell.
George Morris.
J. C. Clemeon.
W. F. Prudbomme.
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W. F. Prudbomme.
H. W. Michaell.
George Morris.
J. C. Clemeon.
W. F. Prudbomme.
H. W. Michaell.
George Morris.
J. C. Clemeon.
W. F. Benster.
E. J. Davidson.
Curis G. Sutherland.
W. H. Benster.
E. J. Davidson.
Curis G. Sutherland.
W. H. Benster.
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W. H. Benster.
E. J. Davidson.
Curis G. Sutherland.
W. H. Benster.
E. J. Davidson.
Curis G. Sutherland.
W. H. W. Miller.
E. M. Mulkey.
L. C. Grower.
William Gridden.
E. L. Grower.
William Gridden.
E. L. Shaller.
W. H. W. Miller.
E. L. Shaller.
W. H. W. Miller.
E. L. Shaller.
W. H. W. Miller.
E

Incent Jones.
A. Kimbail.
B. Kser.
D. Kilham.
A. Kribs.
D. Kannedy.

Insinuation That He Tried to Aid Louis J. Wilde Indignantly Repudiated.

#### ILLEGAL ACTS ARE ALLEGED

Los Angeles Investor in Telephone Company Insists Litigation Was Brought About by Manipulation of Allen, Mead and Willis.

Charles E. Sumner, of Los Angeles, who yesterday made application in the State Circuit Court to intervene in the suit of the Title Insurance & Trust Company against the Northwestern Long-Distance Telephone Company and Long-Distance Telephone Company and submit a defense in the interest of unrepresented investors, last night indignantly repudiated the instantation that his activity in the litigation against the telephone company was inspired by a desire to arouse public sentiment in favor of Leuis J. Wilde, who is soon to be tried for alleged embezzlement of funds belonging to the suspended Oregon Trust & Savings Bank.

Insinuation Held Groundless.

The insinuation that my action in this matter has anything to do with the Wilde litigation is groundless and untrue," said Mr. Summer last night.

The pending litigation against the long-distance company was brought as a result of the manipulations of William H. Alien and William Mead, of Los Angeles, and P. L. Willig, of Portland, during the last three years and was precipitated by them at the present time. I did not appear in court until the last day. I waited and gave the defendant telephone company all the time allowed by law for it to defend and when I found that my investment, aggregating \$580.000, was to be wiped out and diverted to their pockets, I asked the Circuit Court for leave to appear and defend in behalf of myself and others similarly situated.

"When this case is tried, as it will be, the people of Bertland will realize that some of those who contributed to an interview in an afternoon paper today are simply howling to divert attention from their own misdeeds. So far as Mr. Wilde is concerned, he has never been interested, directly or indirectly, in the Northwestern Long-Distance Telephone Company. He never Instantion Held Groundless.

directly, in the Northwestern Long-Dis-tance Telephone Company. He never ownd any stock or any bonds in the company and never had any voice in its

company and never had any voice in its affairs.

"There is no connection between this telephone litigation and the pending cases—one a civil and one a criminal—against Mr. Wilde. It is only a coincidence that Mr. Willis, who is charged with being a party to the wrecking of the Northwestern Long-Distance Telephone Company, is the same P. L. Willis who is largely interested, both directly, as a stockholder, and indirectly, through Ashley & Rumelin, in the German-American Bank. The stockholders of said bank and not the depositors of the Oregon Trust & Savings Bank, are the persons who would get any money realized out of the civil case against Mr. Wilde.

Mismanagement is Charged. affairs

"I commenced a suit against William "I commenced a suit against William Mead. P. L. Willis, William H. Allen. Jr., and the National Securities Company with the result that they returned to the treasury of the company bonds of the par value of \$750,000, which they had theretofore wrongfully diverted for their own profit and benefit.

efit.

'Thereafter the Superior Court of Los Angeles County gave me judgment sgainst said Northwestern Company for \$3000 for attorney's fees for securing the restoration to that company of said \$150,000 of bonds.

'The parties who were forced to disgorge those bonds threatened to make my stock valueless and said that I would never collect my judgment. Since

gorge those bonds threatened to make my stock valueless and said that I would never collect my judgment. Since those bonds were returned the company's mismanagement has grown worse and a large amount of money due it has not been collected, and its earnings, which should have been used to pay interest on its bonds, have been diverted to other purposes; and, as a part of the programme to make my judgment worthless and to render valueless the interests of myself and the other minority bondholders and stockholders, of which there are many in Portland and vicinity, these people have connived at and permitted a technical breach of the trust deed and thereby precipitated the foreclosure suit which is now pending in the Circuit Court here."

## HOUSE MILEAGE NOT CUT

Proposed Reduction Declared to Put

cut in two the mileage of Senators and for an additional \$50,000 for the expenses of the House of Representatives and an attempt on the part of the Representatives today threw the House into a debate on expenses that is con-sidered prophetic of the sessions that are to come

sidered prophetic of the sessions that are to come.

Republicans again charged the Democrate with having lost trace of their economy programme. The reply from the Democratic side was the introduction of a resolution by Representative Palmer, of Pennsylvania, leader of the economy board, to cut the annual mileage allowance from 20 cents a mile to 10 cents a mile.

The Democratic forces split and the plan was voted down, 58 to 138. Subsequently, on a motion to recommit the urgent deficiency appropriation to the appropriations committee with instructions to cut down the mileage, the

the appropriations committee with in-structions to cut down the mileage, the Paimer forces again lost, 88 to 129. Chairman Fitzgerald of the appro-priations committee explained the \$50,-000 deficit appropriation for the ex-penses of the House by giving some of the monthly expense accounts of the in-vestigation committees. The Stanley investigating committee, he said, was spending \$2700 a month, while extra stenographic expenses were costing

spending 22700 a month, while extra stenographic expenses were costing 27000 a month.

Chairman Stanley offered to explain the expenses of the committee to any member who wanted to inquire about them. He approved expenditures for several departments, including about 3427,000 for the Treasury Department, which Mr. Fitzgerale said was made necessary because the Department had necessary because the Department had necessary because the Department acut its estimate too low last year.

Members indulged in personal language when the proposal to cut down the milenge was taken up. Representative Humphrey, of Seattle, said that members who lived near Washington were always trying to economize for the Government at the expense of the members who lived far away.

"You propose to penalize members who have families" he said, "and to

"You propose to penalize members who have families," he said, "and to place a premium on bachelors. Any member of Congress who wants to come member of Congress who wants to come to Washington and leave his family at home is unfit to be a member of the House and any one who wants to penalize the members who have a big family is not fit to be a member."

No change was made in the mileage

The attempt to cut the mileage rate to 16 cents will be made again before the present session of Congress ends.

## CHARTER IS HURRIED

PEOPLE'S COMMISSION DEVOT-ING TIME TO WORK.

Chairman Clark Declares He Belleves Document Will Be Ready on Tuesday.

The people's charter commission yesterday succeeded in covering a little more than the first half of the report of the revision committee and will make a strong effort to have the entire document reviewed and ready for filing Tuesday, to avoid the necessity of asking for a further extension of time from the City Council.

"We have covered the worst half of the work today," said A. E. Clark, chairman of the commission, "and I believe that we will be practically finished by Tuesday. At least we will have everything done excepting, possibly, the cierical work of copying the final revised form of the charter."

The short charter form itroduced by W. C. Benbow Friday night was not alluded to a second time after it had been rejected by the majority of the commissioners and yesterday's meetings were devoted entirely to laboring over the revision committee's report.

Afted D. Cridge was of the opinion that the haste of the commission to file its charter is needless.

"There is no occasion for either this

Mismissagement is Charged.

"I sam succhiolder and bondholder in the Northwestern Long-Distance or the revision committee's report. Alfred D. Cridice was of the opinion that the haste of the commission to lie its charter is needless.

There is no occasion for either this company and realized that its prospects for success wave very and while the control of the company grossly mismansged it. I became aware of that control of the company grossly mismansged it. I became aware of that fact in June, 1959, when I was in fortiant on other business.

There is no occasion for either this committee or the other commission to let the persons who were left in control of the company grossly mismansged it. I became aware of that fact in June, 1959, when I was in fortiant on other business.

There is no occasion for either this committee or the other could be submitted on the time set, it would be imported in the control of the company grossly mismansged it. I became aware of that fact in June, 1959, when I was in fortiant of the commission of the control of the company grossly mismansged it. I became aware of that its prospany that the province of the control of the company grossly mismansged it. I became aware of that its province of the control of the company grossly mismansged it. I became aware of that its province of the control of the company grossly mismansged it. I became aware of that the province of the control of the company grossly mismansged it. I became aware of that the province of the control of the company grossly mismansged it. I became aware of that the province of the control of the company grossly mismansged it. I became aware of that the province of the control of

"The people's charter commission is making a mistake," he continued, "in trying to write an entirely new document. They are consuming an enormous amount of time and the result of their work probably will be an imperfect instrument. My idea of the safest method of procedure would have been to adapt the Spokane or some other successful charter to the needs of this city. This would have taken only a little time and would have insured better results." ter results.

Mr. Cridge believes that the different Mr. Cridge believes that the different charter commissions should get to-gether and make some effort to fuse their ideas.

"At present the Wood charter stands a chance to beat either of the other two charters before the people, be-cause it is simple and couched in terms

that the mass of the voters understand," he said.

The commission made no steps yea-

terday to arrange for conferences or any other steps calculated to bring about a movement for the fusion of the three charters. SPRITUAL TIE IS CLAIM Exhorter Says Miss Is Wife, but Girl

Thinks Man Crazy. Asserting that he is the spiritual husband of Miss Annie Isaacs, of 355 Ross street, C. L. Andrews, head of a mission in the North End and an exhorter, late yesterday attempted to break into the house and bring out the young woman, who he says is held in bondage.

Proposed Reduction Declared to Put
Premium on Bachelors.

WASHINGTON. Dec. 18.—A request seconomy committee" of the House to Miss Isaacs, and demanded admittance.





## A Great Christmas Store for Men

The Yuletide sentiment could not be given more perfect expression than by the bestowal of useful, practical gifts. This is a store exclusively for men; a fact which should be borne in mind by persons seeking appropriate holiday remembrances for the masculine contingent.

Silk and Linen Handkerchiefs, faney, 50c, \$1.00. Kid Gloves, \$1.50 to \$3.00. Silk Pajamas, \$3.50 to \$5.00. Night Robes, \$1 to \$3.50. Lounging and Bath Robes, \$5 to \$15.

House Coats, \$5 to \$15. Rough-neck Sweaters, \$5, \$6, \$7, \$8. Combination Sets, Hose, Tie, Suspenders, Arm Bands and Garters to match, in Christmas boxes......\$3 Wunderhose, guaranteed, box, \$1.00

Leather Suit Cases and Bags, \$5, \$15 Silk Umbrellas, \$2.50 to \$8. Full-dress Protectors, \$1.50 to \$4.00. Fancy Suspenders, 50c to \$2.50. Initial Linen Handkerchiefs, 25c, 35c. Silk Hosiery, 50c to \$2.00. Christmas Neckwear 50c to \$3.50. Hose and Tie, match, in box, \$1, \$1.25. Raincoats and Overcoats, \$15 to \$35.

Tuxedo Dress Suits, \$40 and \$45.

Stetson Hats, \$4 to \$10.

### MERCHANDISE ORDERS Issued for Any Amount







The Crowds Still Come to the Greatest Jewelry Sale Ever Known on the Pacific Coast

From The Oregonian, Tuesday, Dec. 12.

## ALMOST A PANIC.

Crowd Difficult to Handle at Holsman's Great Jewelry Sale.

Handreds of men and women blocked the sidewalk and overflowed to the car track all day Saturday waiting for an opportunity to get into the jeweiry store of L. Helsman & Co., 215 Washington arrest, near Sixth. The great zale of the \$53,000 stock of manufacturers jeweiry samples, of Providence, R. L. was the magnet that drew the throng. Hundreds left without gaining admittance, but came back again Monday and were waited on premptly as possible. The sale will continue until Christman and Mr. Holsman assures the public that such bargains have never been offered-in Portland, the selling price being about 10 cents on the dollar, actual selling value.

# **Beware of Imitators**

Imitation is the sincerest flattery. When we announced that we had purchased the \$53,000.00 stock of Manufacturers' Jewelry Samples of Providence, R. L., at a few cents on the dollar and that we would give the public the benefit of our purchase at 30 cents on the dollar it caused consternation amongst the trade and we felt certain that imitators would spring up. They have, but their efforts only make our phenomenal sale stand out all the stronger. Values considered, we are offering our goods from one-half to two-thirds cheaper than any competitor. Don't miss this sale. You will never have such an opportunity to buy at such low prices. No Mail Orders Filled. We Have Not the Time.

Open Evenings Until Christmas.

I. HOLSMAN & CO. 315 Washington St.

Near Sixth