

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Chas. H. Fletcher* and has borne under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

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Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of

Chas. H. Fletcher

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In Use For Over 30 Years.

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WILL CONSTRUCT PORTAGE ROAD

Governor Chamberlain Says No Obstacle Can Be Placed in Its Way that Will Prove a Hindrance.

"The People Have Demanded the Line," He Says, "and Their Wishes Must Be Carried Into Effect."

Governor Chamberlain gave very plain answer to a direct question asked him by The Journal today, concerning the state portage railroad projected around the dikes of the Columbia: "Will there be any delay in building the Portage Road, Governor, on account of what appears to be prospects for delay?" was asked.

"That road will be built, and built at once—as soon as the plans and specifications are submitted and bids satisfactory to Portage Road Board have been accepted," said the Governor. "And, for my own part, not pretending to speak for the other members of the board, I shall counsel the filing of application for permission to pass over the government and other rights-of-way and all other lands necessary to the construction of the portage, and then, notwithstanding what answers may be given, going ahead with that road and building it, and proving that the will of the people must and can be carried out."

"I would favor doing it in the face of all opposition."

"People's Will Must Be Obedied."

"My position is that the people of the State of Oregon have declared it to be their will that the Portage Road be built, and the will of the people must be obeyed. I can think of no opposition that could be offered that should operate to deter us from action, so far as I am concerned. I desire particularly to call attention to the fact that I am now speaking for myself, not for other members of the Portage Railway Board."

"It will be understood, too, that I am saying this largely in a general sense. Thus far no trouble has been encountered by the board in any of the preliminary work. We have merely caused Engineer Hammond to make certain surveys and to submit his report. We have announced our intention to have complete plans drawn and to advertise for bids. These being satisfactory, work will commence probably sometime during September, to be finished early in the coming year."

No Trouble With O. R. & N.

The reported issue between the Portage Road and the O. R. & N. Company was brought to the Governor's attention, and during an exhaustive discussion of the matter he said in substance:

"Not one word of trouble has been said to or with any representative of the O. R. & N. Company. Our engineer, Mr. Hammond, saw Chief Engineer W. H. Kennedy of the O. R. & N., and Mr. Kennedy manifested every courtesy towards Mr. Hammond that could have been asked."

"Regarding the refusal of the O. R. & N. Company to produce maps showing the right-of-way, there has been misapprehension by the public. We have asked the company to meet with us next week and confer regarding the matter, and at that time the question of the right-of-way will undoubtedly come up. It is true that Mr. Hammond talked with Mr. Kennedy about having access to the company's maps, and the company, after taking the matter under advisement, asked that it be deferred for a time. But so far as present progress is concerned, we are not at loggerheads with the O. R. & N., and have no reason to look for anything of the kind."

After extended conversation, Governor Chamberlain, with determination in his manner and evidently measuring his words, said:

"But so far as I am concerned, that road is going through promptly, so as to keep the wishes of the people of the state inviolate. They have decreed that it shall be built, and I believe that no dangerous obstacle can be placed in its way. It will be best for all concerned if assistance instead of hindrance be given by everyone who may be a party to the affair, either as agents of the State of Oregon, or as representatives of any other interests."

CHAMP CLARK HAS AN UNCOMMON NAME

He Once Answered to the Call of James Beauchamp, but Didn't Like It.

"I reckon a right smart of people wonder where I got my front name," said the Hon. Champ Clark this morning. He was addressing his remarks to W. M. Davis of the local Show-Me Association, who was a former Bowling Green, Pike County, Missouri, neighbor of the famous Congressman.

"Well, it's this way," continued the statesman. "My parents gave me the beautiful, high-sounding title of James Beauchamp Clark. The name was a very nice one in many respects, but there are so many millions of Clarks running loose over the country that my J. B. Clark could be just anybody. Now, Clark is the fifth commonest name on American soil, it being outdistanced in the race by the Smiths, Browns, Jones and Johnsons, and so when I just had the J. B. introduction to go by, every time I went away from home my mail always got mixed. This was somewhat unhandy and unpleasant. I decided to drop the Jimmie, and boldly signed myself BEAUCHAMP CLARK."

"But this did not work, for not one in an hundred ever knew how to pronounce the first name, and very few could spell it the same way twice. It is a French word and means 'fair fields.' So, after worrying along with it for a while I just took the name, cut it in two, and used the hind syllable for my front title."

VISITORS TO PORTLAND

Should See the Beauties of the Matchless Columbia River.

Leaving Portland daily at 9:20 a. m. by the Oregon Railroad & Navigation Company's "Portland-Chicago Special," the beauties of the Upper Columbia River are seen by day, arriving at Cascade Locks at 11:05 a. m., and The Dalles at 12:35 noon. Returning, the train leaves The Dalles at 1:20 p. m., Cascade Locks at 2:45 p. m., arriving at Portland at 4:30 p. m. If desired, return can be made by river steamer from Cascade Locks on the way up, arriving at Portland about 4 p. m. Return can also be made from The Dalles by boat. The J. Potter leaves Portland for Ilwaco every day in the week, except Sunday and Monday. Particulars at city ticket office, Third and Washington streets.



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