

SENATORS WILL TALK ON MONEY

Brilliant Gathering Scheduled for Tomorrow at Senator Aldrich's Home When Finance Committee Will Meet.

Eminent Politicians Will Decide on Bill to Be Offered at the Coming Session of Congress.

(Journal Special Service.)
PROVIDENCE, R. I., Aug. 5.—Tomorrow, at Senator Aldrich's country home, Warwick, it will be a brilliant assemblage when members of the Senate Finance Committee meet to decide upon the form in which the financial bill shall be offered at the coming session of Congress. The gathering will include, in addition to committee members, prominent leaders of the national Republican party. It is given out in advance that the distinguished conference have practically agreed in previous conferences upon the manner in which the financial system of the nation shall be changed, but that this meeting is to assure that there be no differences later when action is called for during the winter.

It is true, however, that the virtual agreement as to the course that should be pursued does not mean that there is satisfaction at that enforced course, for the Eastern leaders find it difficult to reconcile the contemplated legislation to the views of their constituents. It is the familiar conflict between the Atlantic conservative and the more radical Westerner. Considerations of party politics have moved the Easterners to accept a program that in their opinion verges closely upon what they term the "vaudeville in finance," and not in keeping with their ideas as to what should be done.

What They Criticize.
The measure is to provide:
Deposits of internal revenue and customs receipts in national banks.
Acceptance as security for government funds of state, municipal and high-class railway bonds.
Asset currency banks to issue circulation up to 50 per cent of their capital stock, upon which they are to pay a tax of 5 per cent.
The provision as to asset currency is the particular one that will be accepted with bad taste by the Eastern members, but to accept it they are forced by what are known to be the demands of the House. Senator Aldrich does not like the clause, but in common with other Senators from Eastern States, knows that concessions must be made to the House if there is to be financial legislation of any kind.

It is more than possible that some of the members will oppose that portion of the bill, denominated it "wild cat" banking, and although it is claimed that no trouble will be met on that score, it is not improbable that the will be the scene of some stormy discussions.

"High-Class Railway Bonds."
The feature of the bill that will be most violently attacked by the opposition Democracy is the proposition to accept as security for government funds, "state, municipal and high-class railway bonds." It is certain that the Democrats, supported by a number of Republicans who are rather independent of party rule, will make furious war upon this attempt to engrave upon the financial system of the nation to securities of the railroad companies.

It is only the remnant of the original proposition to accept not only "high-class railway bonds," but so-called approved securities of institutions such as the steel trust and other industrial concerns. It is expected that this Aldrich bill as it is certain to come from the hands of the meeting tomorrow will excite a course of prolonged debate, in which the whole financial situation will be gone over and issues fixed for the coming campaign. Indeed, the Aldrich bill is not unlikely to inject into the national contest the money question in a new form.

Ex-Senator Turner's Views.
SPOKANE, Wash., Aug. 5.—Regarding the conference of the Republican Senators and other leaders tomorrow in Senator Aldrich's country home near Providence, R. I., it is known here that ex-United States Senator Turner of this city believes it to be incorrect legislation, and that he represents the views of the Democrats in Congress. He recently gave out to the newspapers a statement of his view of the bill as it came before the Senate at the last session, and that he said in substance:

"The proposition of Senator Aldrich to accept railway bonds as security for government funds is a nothing less radical innovation in finance than the proposal of the Populists a few years ago to loan government funds based upon farm produce as security. The Aldrich idea is exactly the Populist idea applied by those who assume to speak as the orthodox financial teachers of the nation. It is not better in any particular. Indeed, without endorsing the produce basis of circulation, we may say that that would be even safer than securities of railroad companies, for it is notorious that the latter are subject to fluctuations than is wheat, for instance."

Senator Turner's position is indicative of that which will be assumed by the Democrats in the coming session.

State and City Bonds Accepted.
WASHINGTON, D. C., Aug. 5.—Secretary Shaw, on the first of the month, recalled his previous order that would have compelled the banks to substitute government bonds for state and city securities that were accepted a year ago to relieve the strained situation of the banks in numerous places. He will allow them some time longer in which to prepare for the substitution. About \$20,000,000 was accepted at that time. Only a small part of it has been taken up. The Secretary is interpreting as proving weakness in the situation that must be relieved by the government temporarily. The time when the Secretary will compel the substitution of government bonds to replace the state and city securities is not indicated at the Treasury Department.

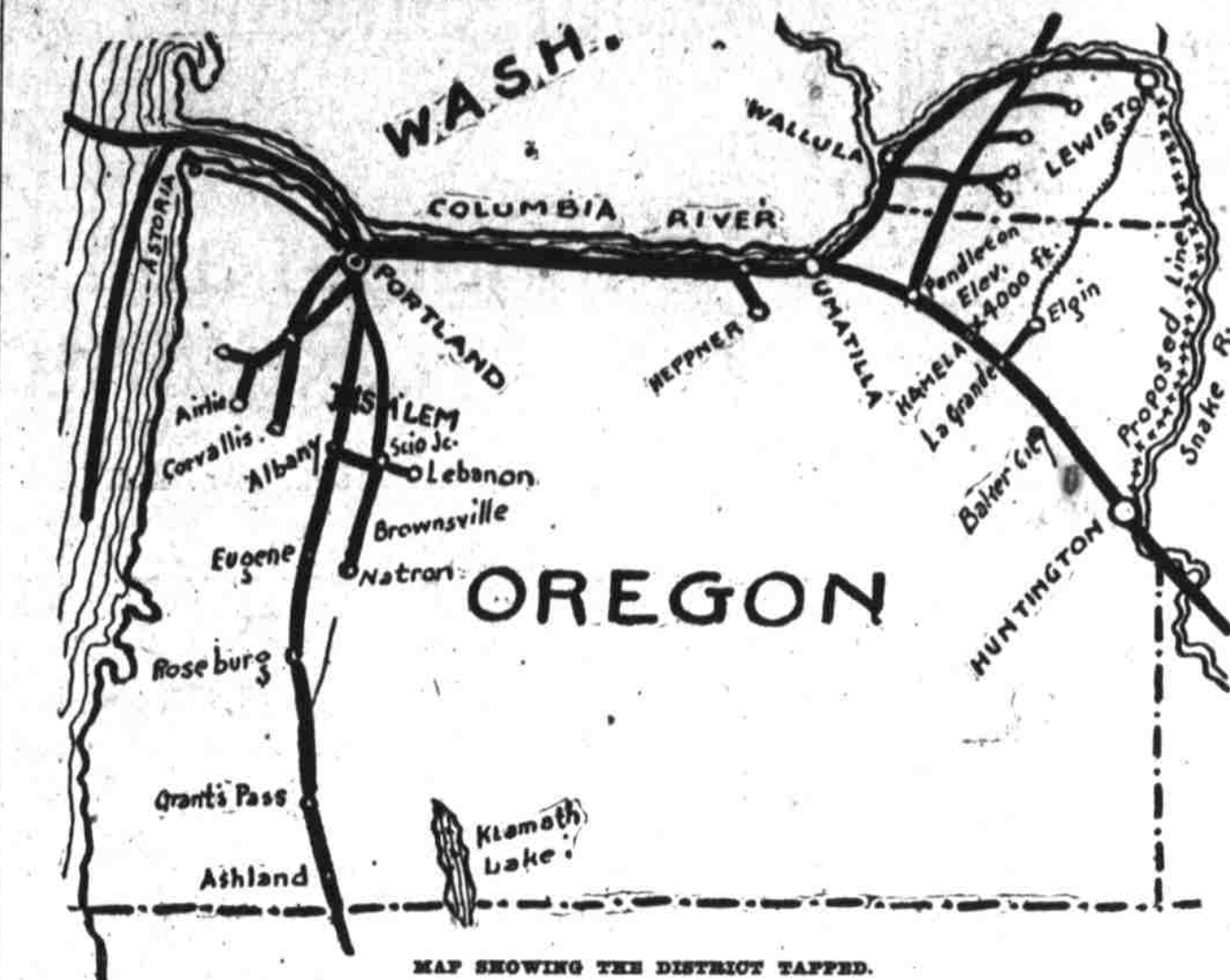
James Robertson, grand chancellor of the Knights of Pythias of Minnesota, has just decided that a man initiated into the order within the last two weeks is not a Pythian. The man in question is engaged in the retail liquor business, and by the laws of the order should have been rejected.

CASTORIA
For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of J. C. Watson

INTERIOR OREGON MUST HAVE RAILROADS TO BE PROSPEROUS



MAP SHOWING THE DISTRICT TAFFED.
In Order to Bring About Desired Conditions the People Will Have to Work in Harmony With the Men Who Represent the Capital in Charge of Construction of Traffic Lines.

(By John E. Lathrop.)
"Compelled by the arguments of transportation economies, eventually, the Union Pacific system will haul its freight via a line running down the Snake River to Lewiston, on a water level route, thence down the Snake to Umatilla, thence down the Columbia to Portland."

"Passenger traffic being controlled by different laws, the prime necessity, speed, the Union Pacific will continue to haul its passengers via the present line that runs from Huntington across the intervening mountains through Baker City, La Grande, Pendleton, Umatilla and down the Columbia River to Portland."

"It may be 25 years before such changes are consummated. But, meantime, they must be accomplished. These changes will not operate to the disadvantage of towns along the present line, and they will continue their growth and the development of their splendid resources."

"The great State of Oregon, great in nature's endowment and susceptible of marvelous attainments, has a future as bright as the dawn. It is a matter of hauling through freight through a given town a comparatively trivial concern. Out from the movement now started will come results so stupendous as to cause those then living to look back with an amused remembrance of the fright that caused people in the year 1903 to 'view with alarm' a proposition involving mere application of the irrefragable laws of railroad economics, and the following of enforced procedure in handling traffic."

Some Railway Philosophy.
The foregoing statement was made by a competent railroad man who knows the engineering features of the O. R. & N. system, and who also has accurate information on the subject of general railroad management. His interesting comments would possess added value to the public, but considerations of discretion moved him to request that his name be withheld.

A study of the map bears out his assertions. The configuration of the country traversed by the O. R. & N. between Portland and Huntington, argues logically for finally utilizing the Snake River water level route for handling heavy business. Freight traffic must follow the lines of least resistance. It must take advantage of the law of gravity when that is possible, and the law of gravity helps the engine to haul a train of cars down a riverbed, while useless expenditure of motive energy is involved in hauling a train across a mountain range.

From Portland to Huntington is 404 miles. The Blue Mountains are crossed at Kamela, where the elevation is approximately 4,000 feet. At Telocast and near Baker City are other high elevations. From Huntington to Umatilla, about 400 miles, is nearly twice as far as via the present route from Huntington to Umatilla, which is 217 miles. But, to avoid crossing several high elevations, thus effecting a saving in expense for motive energy, it would be economical for the O. R. & N. to build by the Lewiston route.

No one instructed in the subject will doubt that in time the O. R. & N. will be hauling its business via the routes here indicated—freight via Lewiston, passengers via the present line.

Was a Matter of Sentiment.
These matters are not governed by sentiment. No railroad company could continue to meet competition indefinitely and oppose unnatural conditions, such as mountain grades. Indeed, the advantage possessed by Oregon and the Columbia Valley is that it has this water level route that enables the hauling of greater masses of freight a given distance by the expenditure of a less quantity of power than is demanded by any other rail route that brings traffic into the North Coast States.

Witness an engine of ordinary capacity hauling 60 to 70 loaded cars down the Columbia River, and appreciate the leverage the water level route has over other lines that must cross high mountain ranges, or build tunnels at a cost so great that the interest on the investment decreases the net return of profit below the living point. Magnificent as that system is, no one maintains that the Northern Pacific, for instance, can haul freight so cheaply across the Cascades as the O. R. & N. can haul it down the Columbia River. The Great Northern is subject to the same limitation imposed by the configuration of the country through which it runs. The Canadian Pacific is in the class—with these two other lines.

It is simply the decree of Mother Nature, who frequently dispensed her gifts with apparent partiality, and who in this instance endowed the State of Oregon and particularly the Columbia River Valley with advantages that can never be overcome though other rail systems labor for coming centuries. Nothing is more innovative than air ships can ever rob this valley of its surpluses of natural advantage.

Concomitant—Railroad Fairness.
As a concomitant, and in a sense presenting the other side of a controversy, fairness on the part of the railroad systems must be assured. If natural laws are to find complete application. Absence of sentiment does not involve absence of humane and generous considerations. The mathematician need not be cruel. The business man lacking in the finer qualities that mark the ideal man and the conservator of right and justice.

In analyzing conditions governing transportation, we find frequently a disposition to the action of some railroad company in doing work that should be done by the people of the region affected. Many Western cities fall into the fault of desiring paternalism.

That has more or less cursed our civil governmental affairs.
But, on the other hand, while there is a duty on the part of the people too often neglected, often railroad managers ignore their obvious duty as controllers of the arteries of commerce, and adopt selfish policies. If a people by virtue of location must depend upon a given corporation for their communication with other regions, the company that commands the business owes quite as much to the community as the community owes to it. The relationship is reciprocal.

And these comments are not to be cast aside as glittering generalities. They are apposite to the status quo. The parties involved principally in the present issue are the Harriman system and the people of Oregon. Their interests are peculiarly in common, and their duties and rights of demand much the same.

Interior Oregon.
Oregon is skirted by rail lines. In the interior is an empire susceptible of development scarcely thinkable by those of us who are now living. The railroad problem is perhaps largely technical, and is often illogically solved by many laymen who have not professional railroad training.

Yet, the cool blooded truth remains that interior Oregon is not developed, and that at present there is no prospect of immediate performance of that task. Probably, the duty of accomplishing that work is co-ordinate, the people and the company being under equally imperative duty. Portland, as the commercial entrepot, has been derelict. Both are chargeable with failures to measure up to their plain duty.

So that, the conclusion is forced by processes of logical deduction, that the chief concern that should engage the attention of the people of Baker City and other Eastern Oregon towns on the main line, is the development of the interior, not the possible construction of a line of road that may at some remote date in the future haul through freight from Huntington via Lewiston and Umatilla, instead of via the present line, with the comparatively small benefit to those towns of watching long lines of red cars rush through without stopping and hasten on to the terminus of the road.

What they need and what Oregon needs and what must come at once, is the development of interior Oregon by means of the construction of railroads.

The Prime Desideratum.
That is the prime desideratum. It transcends in importance all other demands that could be made of the railroad magnates. Compared with it, the issue as to the route for through freight is as a question as to what sort of necktie President Mohler is going to wear when he makes his next trip to New York.

SURE CURE FOR FILLS.
Itching piles produce moisture and cause itching, this form, as well as Blind, Bleeding or Protruding Piles are cured by Dr. Bosan-ko's Pile Remedy. Stops itching and bleeding. Absorbs tumors. \$50 a jar, at drugists, or sent by mail. Treatise free. Write me about your case. Dr. Bosan-ko, Phila., Pa.

Dr. Frederick Mueller of Chicago, at one time assistant to Dr. Adolf Lorenz of Vienna, has been elected professor of orthopedic surgery at the Milwaukee Medical College.

THE MILL WILL CLOSE
Twenty timbers, owned by the Columbia River Tie & Lumber Association, will shut down until October 1. This was decided upon at the regular meeting of the combine on Monday. The reports of the various officers showed the association to be in excellent condition, and that the year has been a prosperous one. It is rumored at this time that the main reason for the shut-down was on account of the reduction in the price paid for ties by the railway companies. At the meeting, The Inspector Potter of the O. R. & N. was elected to succeed W. W. Harrison, who resigned as general agent and treasurer.

AMUSING SIGHT ON WASHINGTON STREET
Frantic Efforts of Strain's "P. M." System Houses to Put on a Bold Front in Their Hour of Worry.

Considerable amusement was created on Washington street near Fourth the other day when two or three clerks from a cheap clothing store were observed plunging into as many cases of cotton-made hand-me-downs, and after the clothing came to the surface pause to see whether anyone was looking at them.

Some weeks ago, with a great flourish of trumpets, the clothing house, which is known as "Strain's," announced that would receive a consignment of "Fifty thousand dollars' worth of goods from Chicago." About that time The Journal exposed the peculiar methods of this store and showed conclusively that poor people were being overcharged for cotton-mades. Furthermore, at a branch house of the concern, timber cruisers were pounced upon and told fairy tales about timber lands. One man was caught for \$50 and The Journal exposed the gang and the swindle was stopped.

Strain's business has been slowly but surely dropping off, hence the funny demonstration of a few days ago in receiving the "Fifty thousand dollars' worth of cotton-mades."

Three Strain boxes were unloaded on the street under a few tawdry decorations burrowed by a cheap high mounted sign that read: "All Nations Day for Sales." An Irish flag was in close proximity to something that looked like the flag of England and several other alleged emblems of nations were scattered about a few dirty pieces of cloth represented the red, white and blue.

The first drive of an "All Nations" clerk into a box resulted in the unearthing of a lot of light-colored trousers, the meshes of the cloth of them being visible at 20 paces. Another drive brought out a bunch of peppery-looking coats of the cheapest quality. Other drives were made from time to time when a crowd of people would pass the cases and various styles of cotton-mades developed after each plunge. In all about \$150 worth of stuff was there, and the "Fifty thousand-dollars' worth" seemed to have dwindled wonderfully. The lookers-on laughed and shook their heads wisely and remarked something about "Funny, isn't it?"

The people seem to be appreciative of the fact that one of the most notorious cotton-made clothing places in Portland is gradually being eliminated and congratulated The Journal on its good work of helping to put them out of competition with legitimate clothiers.

LEFT EARED
The great mass of humanity is right-handed. Manufacturers of telephones must take their cue from this fact, inasmuch as all the instruments in use have the transmitter adjusted for the left ear and the left-hand, leaving the right hand free to use the pencil for jotting down points of a message. Once in a while you will see a right-handed, right-eared man, who has trouble in handling the left-eared instrument.

A.B.C. BEERS
Guaranteed Pure. None So Good.

Order from Fieckenstein-Mayer Company

FUND IS TURNED OVER TO BOARD
Mayor Williams Appoints a Permanent Committee to Handle the Remainder of the Heppner Aid Money.

It will Always Be Available for Any Cases of Distress Which Require Immediate Relief Measures.

The unexpended portion of the public fund raised for the benefit of the Heppner sufferers at the time of the recent flood is to be placed in permanent fund for any future cases of distress, or where any immediate need of money for assistance is required. Mayor Williams and others believe that it is the best disposition to make of the remainder of the fund, amounting to a sum exceeding \$15,000, and today he appointed the following permanent board of trustees to have future control of the fund: I. N. Fleischer, L. A. Lewis, I. Long, A. Devers, H. Wittenberg and W. H. Chapin.

"I and others to whom I have talked, have decided that this is the best method of disposing of the unexpended portion of the fund," said the Mayor today, "and hereafter when there is any case of great need or distress, where immediate assistance is necessary, the money will always be available. There are times, undoubtedly, when an immediate donation of \$500 would do a great deal more good than four or even five times that amount a week afterwards. Besides, the possession of a large amount of money for such a purpose is a great thing for the city to have and we may be enabled to render untold good with it."

Trustees to Have Power.
The plans of the officials are to give the fund into the hands of this permanent board of trustees and allow them to make such disposition of it as temporarily as they see fit. It is possible that they will invest it in some interest-paying proposition, where it will always be available and still be accumulating. In a few years, in case the money is not needed before that time, it will greatly increase by such a scheme of investment.

The members of the permanent board are the same citizens who were originally charged by the Mayor with the collection of the fund. The contributions were then so generous that there remained the unexpended sum of \$15,000.

Preferred Stock Canned Goods.
Allen & Lewis' Best Brand.

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These Two Pictures Are of the Same Woman

Before Treatment. After Treatment.

She was exactly as she appears in the "before treatment" cut. She left us as she appears in the "after treatment" picture—the wrinkles gone and her face as fresh as in youth. We will

Forfeit a Thousand Dollars
If we cannot produce the original of these photos, and if this statement is not

ABSOLUTELY TRUE.
Smallpox pittings, birthmarks, freckles, eruptions of the skin, scars, eczema, moth patches, etc., are speedily eliminated by our entirely original and positively painless system, practiced without the use of electricity, massage or use of knife.

Call and see lady always on exhibition at the

Saxe Institute of Dermatology
Third St. bet. Washington and Stark. 417 Abington Building
Hours—10 to 5 daily.

W. G. McPHERSON COMPANY REMOVED
To New Warehouses, Shops and Offices, Corner Nineteenth and Wilson Streets. Take Sixteenth Street Car.

IS LOUBET IRISH?

President Loubet's visit to London recalls the Irish people's claim to regard him as one of themselves. Loubet, they hold, is merely a Gallicized form of Loubet, a name which is quite common in the South of Ireland, and that the President's ancestors hailed from Ireland and entertained not the slightest doubt. France awakes with the descendants of Irish rebels from Elizabeth's time down to the days of Napoleon, and the Irish do not forget that President MacMahon was descended

from a Hibernian Jacobite family. Thus Ireland claims to have provided two Presidents of France within 26 years. To preserve a sort of balance in such matters, the Scottish people advance claims to every President of the United States whose name smacks of a Northern clan; and if the pedigree is not promising on the paternal side, the maternal progenitors can generally be relied on to provide the necessary link.

Burdock Blood Bitters gives a man a clear head, an active brain, a strong, vigorous body—makes him fit for the battle of life.

MAIL ORDERS GIVEN PROMPT ATTENTION

IN PORTIERES

We offer DERBYS, TAPESTRIES, APPLIQUE REPPS, ROMAN STRIPES, ORIENTAL STRIPES, GERMAN RENAISSANCE, DAMASKS, MERCERIZED DAMASKS, PERSIAN DAMASKS, and KELIM STRIPES. Also cotton and silk Velours, cotton and silk Tapestries, Brocades, Frou-Frous, Burlaps, Rameys and many more.

TULL & GIBBS
SUCCESSORS TO H. C. BREEDEN CO.

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