

PULL TOGETHER SAYS A. L. CRAIG

RAILWAY OFFICIAL DECLARES THIS TO BE GREATEST NEED OF PORTLAND AND OREGON AT THIS JUNCTURE OF THE WORK OF DEVELOPMENT.

Union of Organizations Would Accomplish Much for Promotion of Public Interests—Whatever Be Decided Upon as Best Method of Procedure, Says Mr. Craig, There Must Be Loyalty—Make a Long, Strong Pull.

A. L. Craig, general passenger agent of the O. R. & N. Co., declares that Portland and Oregon must get out upon broad ground of positive effort, hearty co-operation, economical utilization of energy, money and brains, and must engender a spirit of uncompromising loyalty of this matchless region, a loyalty that knows no other locality on earth that may be conceded to be its equal, and that when it speaks the names of Portland and Oregon will pronounce them in the firm conviction that they spell the designation of the most grateful climate, the most productive lands, the richest mines, the finest timber, the most extensive ranges, the greatest river capable of carrying the greatest commerce, the most luscious fruits, and, most important of all, the most substantial and progressive people who inhabit the earth.

"When we who live here have learned the value of civic pride, the satisfaction of being associated with others in advancing the common weal, the great good that will flow from unity of effort," said Mr. Craig, "then will this city and state forge ahead as its abundant resources warrant."

Must Make Positive Effort. "What we need is positive effort. We must have less of negation. For instance, we dwell too frequently upon the fact that 45 inches or thereabouts of moisture falls here in a twelve-month. We apologize to our visitors. We call attention to something that constitutes a blessing, but call attention in a manner to amount to an excuse."

"We have the greatest climate on earth. It cannot be duplicated for points of excellence anywhere I have been."

"We have a region practically undeveloped. It has more opportunities than any other."

"We have varied resources such as invite people of whatever calling or occupation."

"We have a country that must of necessity experience the next great forward movement in the United States."

Let There Be Unity. "In bringing these limitless possibilities to the attention of the people of older localities, let there be unity. Let there be agreement as to ways and means."

"The demand on the part of well-known citizens who have expressed themselves in answer to Mr. Fleischner's original proposition has been properly stated. There is absolute unanimity of sentiment so far as concerning the main principle at stake."

"As to methods, there will be differences. Some will be for complete union of all commercial bodies, others for some sort of affiliation. It will be difficult to effect a plan for the settlement of the question."

"Probably the manufacturers' association has no distinct functions that it would scarcely be able to enter into such a coalition. But, as to the chamber of commerce and the board of trade,

they could be joined, and the Commercial club could be also made a valuable contributor toward the desired results. Its fine plant, equipped with everything needed for the entertainment of guests, singly or in bodies, its large membership, its highly successful management, all argue for its being made a powerful factor in the promotion of the public interests.

A Long, Strong Pull All Together. "However, whatever may be the outcome of the discussion concerning the work of promotion for Portland and Oregon, one idea must permeate our people—we must give a long pull, a strong pull and a pull all together. We must go out to let the world know that something is being done here in this part of the Pacific slope. We must get into the harness and present to the world a united front, a concentration of effort. We must agree, co-operate, work together."

"There's something for every citizen to do, who is loyal to his home city and state. For the Portland man, there must be broad recognition of the needs of the entire state, from the Columbia river on the north to the California line on the south, and from the boundary of Idaho on the east to the breakers of the Pacific ocean on the west. It must be possible to utilize every ounce of energy to the best advantage."

ADVICE TO THE LOVELORN

Dear Miss Fairfax—I love a young lady and I think she likes me. I meet her once a day and I say good evening or good night. Will you please tell me how I could become an intimate friend?
R. R. S.

Try a little more conversation and see how that will work.

Dear Miss Fairfax—I am a constant reader of the newspaper in which your good advice is given to some of its perplexed readers. I find myself in the position where I no longer can guide myself and must look to one of greater experience. I am 17 years of age and am employed as a stenographer and typewriter for the last two years.

A young man of 32, a widower, has for some time shown his affections towards me and last week he has proposed to my parents in regard to marrying me. He is a friend of the family, having previously been married to a sister of my sister-in-law's. His wife died four years ago, leaving him with three children, the youngest being a baby, and very tenderly. There is no question as to his means, he is fairly well off, good looking and also good natured. Kindly advise me what to do.

CONSTANT READER. If you love the man well enough to accept all the responsibility that will fall on you, marry him. If you do not love him well enough to cheerfully undertake the care of his children do not marry him. You are very young to have the care of three children. What does your mother advise?

MASSACHUSETTS REPUBLICANS

(Journal Special Service.) Boston, Mass., Oct. 2.—The Republicans of Massachusetts assembled in state convention in Tremont temple this morning and were called to order shortly after 10 o'clock by Samuel J. Powers of Newton. After roll call the usual committees were appointed and adjournment taken to permit the committees to prepare their reports. The convention will name a full state ticket, headed by W. Curtis Guild, the present lieutenant governor, to be voted for in November. Former Governor W. Murray Crane is chairman of the committee on resolutions. The report of this committee will strongly endorse the Roosevelt administration.

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PROJECTS OVER HARBOR LINES

MEMBERS OF THE PORT OF PORTLAND COMMISSION DEBATE UPON ADVISABILITY OF HAVING THE MONTGOMERY DOCK MOVED BACK A FEW FEET.

Matter Has Been in Courts Several Times, and Already Has Cost the City in Neighborhood of \$35,000—Commission Decides to Purchase Plant of Its Own for Operation of Drydock—Will Not Pay More Than \$30,000.

Whether or not the Montgomery dock is an obstruction to navigation will be determined at the next meeting of the Port of Portland commission. If it is decided in the affirmative the owners will be instructed to move it back some distance to a wharf line which has been established.

This matter occupied the attention of the commission yesterday afternoon during the greater part of the session. It was brought to the attention of the members by a petition sent them signed by Mary Phelps Montgomery, executrix of the Montgomery estate, praying that no steps be taken to move the wharf from its present location.

The Montgomery wharf question has been fought over in both the circuit and United States supreme courts, and each time the decision has been in favor of the Port of Portland commission, which claimed the right of establishing the harbor lines.

The dock in question was built half a dozen years ago by J. B. Montgomery, now deceased. During its construction he was notified by the commission not to extend the structure out to the river beyond a certain line. Acting upon the advice of United States engineers he did not heed the admonition of the commission, and a lawsuit followed to determine what the right to establish harbor lines—the engineers or the commission. When the latter won in the lower court the case was appealed, but the higher court affirmed the first decision. The expenses incurred at these suits amounted to about \$35,000.

Sharp Debate. These incidents were recalled at the meeting yesterday and some of the members were in favor of notifying the owners of the property to move the dock without any further parleying about the matter.

"It is an encroachment on the harbor," said Mr. Spencer, "and I am in favor of taking steps immediately to have it moved back to the wharf line. Ever since its erection it has been a menace to navigation. By projecting out into the river the way it does it is the means of forming a cross current, forcing the water to the right and the left."

"All docks," answered President Swigert, "are obstructions to a certain extent, and I do not believe the Montgomery is much worse than any of the others."

"Well, the others are not out over the line which was fixed by the commission," responded Spencer, "or they would be much worse than they are. This matter has been threshed out in the courts and that ought to settle it."

"We might make a proposition to the owners of the dock," volunteered Swigert, "to allow it to remain where it is, providing they pay the costs of the lawsuits, which will represent about \$32,000."

"If that dock is an obstruction in the river," stated Adams, "I am in favor of having it moved at once. An obstruction the owners should not be compelled to move it. I confess that I do not know very much about the subject. I would like to have the pilots here explain the situation. I move that this discussion cease for one week, and the pilots be invited to attend the next meeting and give their views of the matter."

The motion was put and carried. **Will Buy Plant.** After some discussion it was decided by the commission to install a plant of its own for the operation of the drydock. It is to cost not exceeding \$30,000, which includes the building and everything necessary to make up a properly-equipped outfit. The plant proper will consist of a dynamo, engines and boilers. Excepting the boilers an effort will be made to secure second-hand material. It was deemed advisable to send one of the members East to select the machinery, and Mr. Thomas was chosen for this purpose. The sum of \$250 was appropriated to defray his expenses.

It was argued by President Swigert that the commission could operate a plant of its own much more cheaply than it could buy power. The lowest bid which had been received for power transmission from the local electrical concerns amounted to \$350 a month. After a plan is purchased President Swigert asserted that the commission can operate it at not to exceed \$100, and he felt confident that it could be done for \$75 a month.

A communication from Ellis G. Hughes, agent of the Brass tract, which was recently acquired by the commission, stated that he desired to have the boundaries of the property determined as quickly as possible. He suggested that if it could not be settled otherwise that it be turned over to the courts for adjustment.

It was decided to turn the matter over to the Port of Portland attorneys for disposal.

A HAPPY DAY FOR MISS RUTH BRYAN

(Journal Special Service.) Lincoln, Neb., Oct. 2.—This was a happy day for Miss Ruth Bryan. In the first place it was her 18th birthday, the day on which she becomes her own mistress, and naturally a day of rejoicing for any young woman. But a still more potent cause contributed to the happiness of Miss Bryan. It was the eve of her wedding day, for tomorrow she is to become the bride of William Homer Leavitt, an artist who came out from the East and won the heart of the fair Western girl while painting the portrait of her father, Col. Bryan.

The happiness of Miss Bryan is not lessened in looking forward to the felicitous event of tomorrow, by contemplating what might have been, for she has become publicly known, both Col. Bryan and Mrs. Bryan were at first opposed to their daughter's wedding and, in fact, stoutly refused to give their consent. The principal cause of their opposition was the youth of the bride-to-be. But Miss Bryan inherits the firmness and strength of character possessed by her father and after vainly trying to get her parents' consent boldly announced that with or without it she was determined to marry the man of her choice on the very day she became her own mistress.

But the determination of the young woman was not to be put to the supreme test. Both Col. Bryan and his wife relented and after a few more importunities from their daughter and from her father's parents decided that they were not at all opposed to the match and in fact would gladly bestow the parental blessing on the couple. This is why Miss Bryan is so happy today. Surrounded by relatives and friends who have gathered from far and near she is celebrating her birthday in the midst of great preparations for the wedding day.

The ceremony is scheduled to take place tomorrow noon at Fairview, the home of the Bryans. The Rev. Dr. Swearingen, pastor of the First Presbyterian church, which Mr. Bryan is a member, will officiate.

LONDON ANCIENTS ARRIVE AT BOSTON

(Journal Special Service.) Boston, Oct. 2.—A striking contrast to the scene witnessed in Boston somewhat more than 100 years ago, when the British evacuated the city and the citizens flouted them as they went, was the right royal welcome given today to the Ancient and Honorable Artillery company of London, the oldest military organization in the world and the pride of all Britishers. The Ancients, under the command of the Earl of Denbigh, came to Boston as guests of the Ancient and Honorable Artillery company of this city. The trip is in return for the fraternal visit to the Boston organization to London several years ago.

The visitors reached Boston aboard the steamship Mayflower shortly before noon today. The arrival of the Mayflower in Boston harbor was hailed by salutes from the United States cruiser Chicago and the British cruiser Retribution and a similar courtesy was paid by the land fortifications. With bands playing alternately the patriotic airs of Great Britain and the United States the visiting soldiers disembarked and were escorted by the Boston Ancient and Honorable Artillery company in full force. A parade was formed and the visitors were escorted to Faneuil hall, the armory of the Ancients and Honorables. Here the first engagement is to be fought this evening at a reception and preliminary skirmish, however, as compared to the heavy engagements to take place later in accordance with the long program of entertainment. After several days spent in Boston the visitors will take a trip to New York, West Point, Washington and Mount Vernon. Later they will proceed to Niagara Falls, returning to Boston by way of Toronto and Montreal.

Some Worthy History. The Ancient and Honorable Artillery company of London received a charter from Henry VIII in 1537, and for more than 100 years was known as the Fraternity or Guild of St. George, the title of Honourable, which it has since borne, being conferred on it in 1636. The Boston corps is an offshoot of the London organization, having been founded in 1683 by Robert Keene, a member of the London company, who came over in 1636. The Honourable Artillery company is the only force that can be called out by the sovereign without the consent of parliament, and by a special order of Queen Victoria the corps enjoys the distinction, in consideration of its antiquity, of taking precedence in line of parade march after the regular force at the head of the volunteers.

The company numbers about 700 men, divided into horse artillery, field battery and infantry, and performs a regular tour of military duty each year. The visit to Boston is a return of that paid to England by the Massachusetts company some years ago, when the American corps was enthusiastically feted, the chief event being the reception and review by the then Prince of Wales, now King Edward VII, at Marlborough house. King Edward has exerted himself to revive the military efficiency of the corps and his address at the parade, held in the early summer, when he bade the Earl of Denbigh and his comrades adieu, assured them of a hearty welcome on this side of the Atlantic.

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SOLDIERS WISH THEY WERE RICH

PRIVATE AT VANCOUVER WOULD SAVE BUT CANNOT BRAGGER THEY ARE COMPELLED TO TAKE BACK MONTH'S WAGES WHEN DUE FROM THE PAYMASTER.

Wives and Children Often Suffer from Spendthrift Husbands—Fetty Officers Believe Government Should Keep Back Part of Soldiers' Pay Until His Enlistment is Over—This Plan is Successfully Followed in the Navy.

Uncle Sam should be a banker for his employees that do not wish to draw their wages as fast as they become due. This is the belief of many soldiers, and because the government requires the soldiers to take each month's pay when due, is given by the private and non-com as the chief reason why they always have no reserve fund.

The common idea among those not in touch with the American professional soldier seems to be that he longs ardently for the one day each month, when he can spend his little \$15 without let or hindrance, except such barriers as may be afforded by a limited supply of malt and spirituous beverages.

This opinion is an unjust one to the main body of the American army if the sentiment of soldiers of the Nineteenth century and the Eight and Twenty-sixth field batteries at Fort Vancouver are an index. A canvass among the men proved that many of them would like to save if they could, and that most of them are not eager to spend their money if they do not have to.

The casual word of a soldier who had just spent his last cent, some five hours after the visit of the paymaster, started the investigation. This soldier was approached by a fellow who was also in financial distress.

"Say," said the one, "lend me a dollar, will you? I just got far enough started in that poker game to feel lucky when I had to quit." The other silently turned his several pockets inside out and without a word the other went sorrowfully away.

"That's the way it always is," said the one pressed for aid. "We never have a cent after the day is done on which we get our money. I wish they would keep our pay until we needed it."

Speaking of this question a few days later an intelligent sergeant, who has been connected with the army for years in home and foreign service, said: "Thirteen dollars a month don't look like much to you, but the average private could save \$10 of that each month if he had to. He has his clothes, his barracks and his doctor. Three dollars would buy about all a man has to have outside of the necessities, for his reading need not cost anything and his pipe of 'baccy and even an occasional dram could stay in that limit."

"But the man does not live who can save in the army, if he gets his money. Suppose he is pious, and drinks not at all, suppose he does not gamble or seek a good time in town once a month, what is the use of being so virtuous when you know that your fellows, who are drinkers and sports, will borrow the last cent you have in 24 hours? Ten dollars will not look good to the average bank cashier, and when a regiment moves as often as we do an account is impossible, or nearly so, that not one man in a hundred would want to tackle the job."

Other soldiers spoke in the same vein and all admitted that they would like to save if they had some place to keep their money, and most of the men that tackled the red, red cup of cheer thought they could swear off were they but relieved from the monthly temptation to spend.

"Why did the army ever quit keeping our money?" asked a private who had been in the trade of war for some time. "We once could draw out what we wanted and leave the rest, but now we've got to take it all in a bunch."

"The sailors in the navy have a dead cinch on us, because the government always keeps out \$2 a month of their pay to give them when they quit the service and they can leave all their money with the paymaster if they want to. We have travel allowances when we are through, and with other extras these generally allow us to make a hike back to the old home, but I would like to get back just once with enough money in my blouse to pay for my board while I was there, and I never will while the little old \$13 keeps coming to be taken each month."

All plans to provide regimental savings banks and to appoint officers to take charge of the deposits, all schemes to raise the men to such a high level that they never have a shirt, and all other measures of reform will fail, according to army men, as long as Mr. Private is gladdened each month with his full pay. The soldier is like Mr. Atkins of Kipling, he is just a common man, often with an uncommon thirst, and through his environment he is tempted more than any other class of men in this country. If he be a church elder and past middle age he may escape and save a few dollars, but the general sentiment is that while he is only common, free-hearted American he will have only the usual heritage of spendthrifts.

That the soldiers, or at least a considerable part of them, are willing, in the vernacular of Sam Jones, "to quit their 'meanness' in a fairly well established—and should the government follow the naval practice and keep \$5 a month from the pay of the men and allow them to deposit such other sums as might be desired during the time of service, there would be more happy wives and some better clothed children.

"This saving business has many sides," said a non-com, "and to me the greatest good would come indirectly to the families of the enlisted men. Every year at this post men leave their wives and children at the mercy of the world and more than one woman has been forced to move from the barracks because her house room was needed and she had no real right to the place. It is a strong temptation to a man to leave his burdens behind. If the bank scheme would be made effective the sums saved would aid materially in such cases. But then," closed the speaker reflectively, "the big bugs go on the theory that the rookie has no right to marry, and perhaps they are right; its blame hard on the women and kids, though."

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