

THANKSGIVING AT BOYS' AND GIRLS' AID SOCIETY



Proteges of the Boys' and Girls' Aid Society.

Thanksgiving time brings many applicants to the front asking donations for their several institutions or societies, and among these may be numbered the Boys' and Girls' Aid society, which is one of the most worthy institutions of the state. For the work it has done its work of caring for homeless, neglected or abused children, prosecuting parents who have neglected or abused their children, and saved many of the youth of the city from the reform school. This is purely an Oregon institution, formed by local philanthropists, who, in 1885, saw the need of some institution to be organized for the care of the dependent and neglected children of the state. Among these local philanthropists can be mentioned the names of the Hon. W. B. Gilbert, the late W. H. Corbett, F. E. Beach, Miss Helen F. Spaulding, the late L. L. Hawkins, and others.

The work of this institution has grown year by year until now it has become almost a household word

INLAND EMPIRE'S DEVELOPMENT IS CHECKED BY GOVERNMENT

Future of Central Oregon Hinges on Crating of Right of Way to Railroad.

TRUNK LINE WOULD ENRICH THE STATE

Legislators and Business Men Deplore Action of Interior Department and Declare Hand of Big Railroad Interests Is Seen in It.

With the end in view of frustrating any pre-conceived plans to bottle up the wealth and development of central Oregon, a territory larger in area than the state of Massachusetts, and in order to hasten, if possible, the ultimate realization of that apparently settled question, business men of Portland, acting in conjunction with the Portland chamber of commerce, will forward soon to the secretary of the interior, a petition, signed by scores of interested persons, asking that the right of way of the Oregon Trunk Line railroad leading southward into Crook county be granted.

The petition will also ask that the filing made by the reclamation service at the mouth of the Deschutes river be withdrawn, and the latter's title of title to the land being built. Officers of the chamber of commerce have signified their willingness to aid in the matter, and it is expected that action will be taken on the petition by the local body this week.

Among the business men in the city who are taking an active part in an effort to bring about a change of front in the recent action of the interior department, a petition, signed by scores of interested persons, asking that the right of way of the Oregon Trunk Line railroad leading southward into Crook county be granted.

What Senator Whealdon Says.

State Senator Whealdon, who was present at that meeting and expressed his opinions, and who is determined to leave no stone unturned in bringing the officials at Washington to a right view of the situation, says that the O. R. & N. had crews of engineers working on

the water of the Deschutes river for the purpose of building dams to generate electricity with which a pumping station could be run in Umatilla county, 100 miles away, was the appearance of the cat's paw in the great railroad game of the northwest.

Democrats the Move.

Jesse Stearns, one of the stockholders in the Deschutes Irrigation Power company and largely interested in the development of the central part of the state, who spoke in strong terms against the action of the Reclamation Service at the Hood River meeting, said yesterday:

"If the Reclamation Service is intelligent, if it is honest, if it is beneficial, then it should keep its hands off and let this railroad go in and help develop this great empire, and protect the capital of hundreds of thousands invested there. If it will not help, should not hinder, and it will not hinder unless it is a part and parcel of this stand-in-the-back railroad game which is being played on the Pacific coast. I hold more strongly now than before to the views which I expressed at the Hood River meeting, and the recent disclosures made concerning the favoritism shown by Commissioner Richards to the Union Pacific and Harriman interests, leads all of us to believe that millions of acres of fertile land, and the hidden wealth of innumerable productive resources, will be knocked in the head, tied hand and foot and thrown contemptuously aside to gratify the grasping nature of a railroad corporation which has virtually said 'Hands off of Central Oregon until we get ready to move in.' There are other places to develop power, and other places to pump, and other lands to irrigate. If the Reclamation Service doesn't approve of it, we doesn't want to aid us, then let it stand aside and not totally annihilate months of labor, development already started and thousands upon thousands invested."

Where Service Could Do Good.

If the Reclamation Service is really anxious to serve the people and pump water, let them go above the mouth of the river to the Agency Plains district, where wheat and oats are being raised on 200,000 acres of land. The waters of the Deschutes are accessible there and the land owners would gladly give from 25 to 50 per cent of their entire holdings for water.

"It is a question, of course, whether the department will see fit to retract its action when our petition is presented, but there will be enough signatures on

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The Steinbach & Dreher Piano is owned by the Reed-French Piano Co., of Portland.—Their store is corner Sixth and Burnside.

The first car of Steinbach & Dreher will arrive in Portland today.

The Steinbach & Dreher is different from any other piano made—it has many distinguishing features about it.—The principal one is its ability to withstand dampness.—It might be used by a mermaid with no harm to it.

We have learned to know what Portland people want. By "Portland people" we mean the great majority.

They want a good piano, capable of withstanding climatic changes—a piano brimful of wear—a piano pleasing in tone and right in price—such is the Steinbach & Dreher.

The Steinbach & Dreher is made in two styles, and you'll like either one of them.

The superlative confidence we have in the Steinbach & Dreher—if you have any doubt about the reasonable ness of the price or the elegance of its tone, we will just loan you the piano for awhile. A manufacturer should have faith in his product. . . . We bank on our latest, this newly designed Oregon Piano—the Steinbach & Dreher.

We're Open Nights. You're Invited

The Reed-French Piano Mfg. Co.

"FROM MAKER TO PLAYER"

SIXTH AND BURNSIDE STREETS

THIS PITCHER IS LIKELY TO BE BROKEN

President Asks the Colonel What He Saw Derogatory to the Negro Troops.

(Journal Special Service.)

Philadelphia, Pa., Nov. 26.—Bright gold pieces will nestle in the toes of many little stockings at Christmas time. The United States mint in this city is a-whirl and the monster presses are taxed to the utmost turning out hundreds of coins each minute to meet the great demand of the Christmas rush.

Six millions of dollars in gold, in double eagles, eagles and half eagles will be coined before the New Year, while two and a half piece, hardly larger than a cent, is the popular Christmas coin. The demand for the minor coins, dimes, nickels and cents, so necessary to the shopper, is greater than ever before.

The coined of pennies alone will reach a million dollars before the demand of the holiday season is supplied.

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The Immense Business
We did Saturday astonished us, and yet we have the goods and people know it. We expect to have a big trade all this week, and special arrangements have been made to make prompt delivery.



A Car Load of Oregon Turkeys

Turkeys, Dressed, lb.....	18¢ to 25¢	Oysters for Dressing
Geese, Dressed, lb.....	15¢	Raisins, 3 pkgs.....
Ducks, Dressed, lb.....	17½¢	Currants, 2 pkgs.....
Chickens, lb.....	14¢ to 17½¢	Orange Peel, lb.....
Fine Celery, bunch.....	5¢ and 10¢	Lemon Peel, lb.....
Cranberries, qt.....	10¢	Citron Peel, lb.....

Butter Per Roll 55c

22 lbs. Cane Granulated Sugar \$1.00