MANY MARRIAGES JOB, SAYS FIELDS

County Clerk Suggests Changes in Law So That Married Persons Will Know Whether They Were Wedded According to Letter of the Law.

"A large percentage of the marriages performed today in Portland are not marriages at all. They are simply putup jobs." Such is a statement made by County Clerk Fields today, in discussing remedial legislation, which he will urge at the present session of the legislation.

"Today anybody can perform a marrisge ceremony," continued Mr. Fjelds.
"A certificate may come in here signed
by John Jones, and I have to accept it.
I have no doubt that there are many
cases where a girl imagines that she is
married, when, in reality, she is not
married at all. There are not only outup jobs, but there are peopls who think
they are being married when they are
simply purchasing a license. I know
a Catholic priest who has found many
of just such cases."

Pines for Ministers.

Mr. Fields also called attention to the fact that ministers are liable to fines if they neglect to return the duplicate marriage certificate for record. During the past four and one-half years, since Fields first took office, he has issued 7,160 marriage licenses. Though not required to do so by law, he has kept a careful record of the addresses of the bridegrooms, and in case of failure to return the certificate, has sent a letter notifying the delinquent of the violation of the law. In spite of these precautions, there are 72 certificates missing. Previous to Fields assuming the duties of the office, nine years and one month clapsed before 7,100 licenses were issued. Of this number 259 went unrecorded.

"Even if the ceremonies were performed," said Mr. Fields, "the parties cannot prove their marriage. They have no standing under the law as wedded persons. If the husband should go to war and be killed his wife would be unable to collect the pension."

Mr. Fields' bill would amend Sections 5219, 5224 and 5227 of Bellinger and Cotton's code. The amendments would require the person officiating at a marriage to file with the county clerk satisfactory evidence of his authority, and would require the county clerk to keep a record of the groom's address and to notify him should the minister fall to record the certificate. It would also render more practical the application of the law imposing a fine upon delinquent ministers.

application of the law imposing a line upon delinquent ministers.

Air. Fields is preparing for publication a list of the names of those persons to whom licenses have been issued during the past four and one-half years, but whose certificates have not subsequently been recorded.

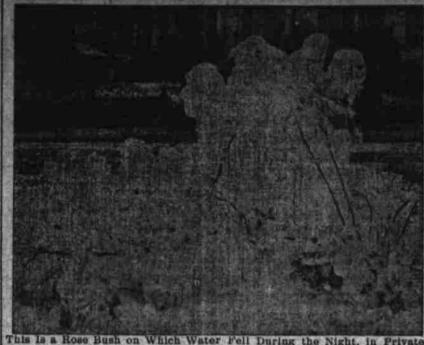
THE PIEST NUMBER.

The first of the series of 15 beautiful popular songs to be issued in connection with The Sunday Journal, commencing on January 25, will be entitled "Like I Love You." This is a "Like I Love You." This is a beautiful little love song, with an extremely catchy air. It is from the pen of those well-known and clever song writers. Joseph S. Nathan and Harry Gordon, and is considered one of their most popular hits. No music rack should be without this clever song and you cannot this clever song and you cannot this clever song and you cannot the clever song and you cannot be considered. this clever song, and you cannot Subscribe for The Journal at

once, so that you can take ad-vantage of this exceptional music offer, which starts next Sunday and continues for at least 15 weeks, a sneet of music accompanying every copy of The Sunday Journal Order The Journal, and get a sheet of music every Sunday.

market.

sold for 5 cents.



Yard at Third and Mill Streets.

Hard Work on Bill.

etprocal demurrage.
"There is no politics in our commit

sponsible for the commission and

the present governor was elected in a

Shippers Write the Bill.

"This question is in no sense one

same as would a Democratic gover

Members Not Partisans.

Four of the six members of the special committee that drafted and in-

dorsed the transportation committee's commission bill are known to be Re-

publicans, and it is thought the re-

the effort to inject politics into the consideration of this question at the opening of the legislature, and the

charge that the transportation commit-tee's bill "would allow Governor Cham-berlain to build up a political machine," are inspired by the railroads with a view to defeating the proposed legisla-

With the political claquers raising a

dig on one side against the proposed remedial legislation, and the railroads

working against it on the quiet, it is hoped by the schemers to enable the Harriman companies to put through a

appointed from its number. T

political scramble

STILL ANOTHER CARNEGIE MADE DIVORCE

When Ironmaster's Partner, Donner, Got Rich, He Preferred Governess to Wife.

(Journal Special Service.) Cleveland, O., Jan. 14.—W. H. Don ser, after whom Donora, Pennsylvania, Carnegie's Pittsburg Meel millionaires, and his divorce cost him \$200,000, as

this is the amount he settled on his

wife. Mrs. Donner came to Cleveland last views on transportation and legislation menth and took up her residence in a that might influence transportation confashionable apartment house. Soon thereafter she began action for absolute divorce on the ground of gross neglect of duty. The husband was represented in court, but the case was practically uncontested. They have three children, that it is that it

uncontested. They have three children, who are with their father.

The cause of the estrangement, as related by Mrs. Donner, was the bringing into the house of a pretty govern-

"She governed not only the children." said Mrs. Donner, "but the house, my husband's money, and, in fact, the entire place. When we went to Europe she also accompanied us. Pretty soon I found I was not wanted about my house"

RAILROADS' GRAFT

(Continued from Page One.)

Above all things else, it is declared, let partisan politics be excluded from the railroad reform movement, if the people are to get any valuable results, Committee Is a Unit.

Committee Is a Unit.

The transportation committee of the chamber, if politically classified, would probably be found three-fourths Republies. Indeed, it is said that if the truth were known even a larger percontage of the 24 business men who comprise this committee voted for Theodore Roosevelt in the last election. Yet this committee has unanimously recommended, after long and careful consideration, that the best results can be obtained from a railway commission that shall be appointed by the governor. that shall be appointed by the governor They declare that the responsibility for appointment of the commissioners, and for their removal in event of unsatis-factory service, should be vested in one man, and that man the governor of the

The governor, say the members of the able for the acts of the commission; that if it does not make good, then he will not have made good; and that the governor must therefore stand or fall by the record the commissioners shall make in handling the state's railroad

Subject Well Considered. Journal, and get a sheet of the transportation committee of the music every Sunday.

The transportation committee of the chamber is practically a unit in this view of the situation and as these men have probably given the subject long

Made In Porto Rico

From Porto Rican Tobacco

That's one thing that's sure about El Toro cigars—something extremely doubtful about the many so-called "Porto Rican" brands.

The recent increased cost of Porto Rican

leaf is responsible for the many brands of

doubtful quality now being rushed on the

ELTORO

Cigar-5 Cents

is the one cigar you can be sure is genuine

El Toro represents the best 5-cent cigar

that Porto Rico can produce. Smokers of El Toro cigars know how far superior

this brand has always been to any cigar

This year's Porto Rican tobacco crop is better than ever before and only the choicest selections are used in the El Toro.

For this reason the El Toros now on the market are particularly recommended to

Porto Rican-in name and quality.

UNIQUE COUNTY WITHOUT HOUSE OF WORSHIP

In All Oregon Curry Alone Has No Regular Place for Religious Services.

Gold Beach, Or., Jan. 14.—The recent effort of home missionaries and "circuit riders" to establish a church in this section brings out the startling fact that Curry is the only county in the state of Oregon, so far as can be learned, that has absolutely no place of worship. Aside from the informal gatherings and meetings held by the traveling preachers, no religious services of any sort are held in this county.

The condition is not ascribed so much to the indifference of citizens on matters religious, as to the fact that ministers of the gospel are few and far between in Curry county. They seem to give this corner of the state a wide berth.

berth.

A few years ago a minister did try to establish a Sunday school in a settlement of Curry county. Unfortunately he chose a region where the people did not appear to have any particular desire for a Sunday school. The crowd that assembled at the call of the minister thought it was a picnic, and the preacher, who was obliged to give up and deep investigation, their view is at least worth considering.

The committee is composed of the following men: T. D. Honeyman, president Honeyman Hardware company; Henry Hahn, president Wadhams & Co., wholesale grocers: L. A. Lewis, president Allen & Lewis, wholesale grocers: A. H. Devers of Clossett & Devers, coffee and spices; George Lawrence Jr. of George Lawrence ompany, wholesale saddlery and harness; Ben Albers of Albers Bros. milling company; Jay Smith, manager Marshall-Wells Hardware company; Everett Ames of Ames, Harris, Neville company, bags; F. A. Nitchey, manager Crane company, wholesale iron and plumbing; E. Ehrman, wholesale grocers; I. Lang of Lang & Co., wholesale grocers; S. Hirsch, W. A. Mears, Edward Newbegin, manager R. M. Wade & Co.; A. F. Bilos, R. R. Hoge, R. F. Prael, W. H. Beharrell, C. E. West, Sol Blumauer, W. M. Bellinger, H. M. Haller, J. N. Teal, W. B. Glafke, all well known business men of sound views on transportation and legislation ister thought it was a picnic, and the preacher, who was obliged to give up in disgust, declared that it was a "picnic to attempt to establish a Sunday school in the Curry county mountains."

New people have come into Curry county this past year, and new ones are continually coming in from the thickly settled east—people who are accustomed to attending church every Sunday, and who are taking an interest in things religious out here. They, as well as sevligious out here. They, as well as several of the older citizens, are trying to secure the aid of "home missionaries," and the assistance of "home missionary funds," believing that missionary money could be no better spent than in tablishing a church of some sort Curry county.

INSURANCE RATES

(Continued from Page One.)

Alfred Stillman of San Francisco, sec retary of the executive board of the an-derwriters, is in Portland looking after matters in connection with a general inrestigation and report of fire hazard conditions in Portland and Oregon. He

"We have worked long and faithfully on the bill proposed by our committee," said W. B. Glafke. "We are conscientious and not egotistical in the belief that it is as good a bill as could be drafted to meet the needs of Oregon at the present time. Personally, I do not helieve a better law could be written. We have considered carefully every phase of the situation, and we have weighed not only our own experience but the experience of other states that have legislated on the subject of railmeet at San Francisco about February 1. A new schedule will be arranged, Personally I am anxious to see the old rates restored in Portland. I am quite certain that the new schedule that is now being prepared will be satisfactor; to all interests." have legislated on the subject of rail-way commission, railroad rates and re-

Mr. Stillman expressed the opinion that old rates would be again put into tee, and never has been. I suppose that if the members were counted off, they would be found mostly Republican. But effect in Oregon. The 25 per cent in-crease of rates made some months ago would be found mostly Republican. But ho-such thing as partisan politics enters into our deliberations, and never will. We believe the railway commission by the underwriters was, he said, necessary at that time, but it was not de sired by the insurance companies, as it naturally hurt the business of their agents, and is still affecting business. We believe the railway commission should be appointed by the governor, be-cause he should be held personally re-

agents, and is still affecting business.

The increase of rates in Oregon was ordered into effect October 12, 1906. It sovered district D, which comprises all of the state of Oregon and a part of Idaho. The order advanced the rate 25 per cent on mercantile property, including buildings and stocks of merchandise. It hit also boarding houses, apartment houses, hotels and a large class of property that is ranked in the harardous list.

There were a number of important exceptions of property not affected by the advance. No increase of rates, it is alleged, was made on farm property, on stores or industries protected by automatic sprinklers approved by the com-It is said this view is practically the manimous opinion of the whole committee, notwithstanding the fact that the present governor was Republican state, receiving a very large majority of the suffrages of the

voters. He was elected a second time by a large majority, after the people had tried him and found that he ful-filled thoir wishes in his administration of the state's business. of the state's business.

The railway commission, car shortage, rates, and reciprocal demurrage
questions are strictly business questions. The people want a businessike tomatic sprinklers approved by the com-pany, on lumber mills and outbuildings stored with lumber, or on residence property, churches, schools or public buildings. These classes of property were said to be exempt. tions. The people want a businessitke handling of these matters, and not a

New Schedules in Effect.

The transportation committee's bill was written by a special committee appointed from its number. This special committee, composed of six of the largest shippers, was as follows: L. A. Lewis, T. D. Honeyman, S. M. Mears, Henry Hahn, Edward Newbegin, A. H. Devers. With the assistance of the agency, said: "The new achedules are already being started into effect. There have been started into effect. There have been some reductions made for properties where constitions have been brought up to the requirements of the new schedules. The insurance companies want better constructed buildings, they would like better electric wiring, and they committee's attorney, J. N. Teal, the investigation and conference with city and country shippers and industrial want waste removed from insured

"The increase of 25 per cent in rates partisan-politics, nor of giving any political advantage to this or that gov-ernor. It is a question of doing some-thing for the state and for relief of the was made last October pending a read-justment of all the rates under a schedule that will cover various new condi tions. The new schedule will consider all kinds of hazards, such as exposures cuts no figure that the appointment of openings adjacent to frame buildings thickness of walls, protected openings the first commission may be made by a governor who is a Democrat. The e by thickness of walls, protected openings The and skylights, and features of these next governor may be a Republican, risks that have not heretofore been of sidered. I think the old rates will greenoval and appointment. But he would be held personally responsible to the people for acts in that regard, the list natural operation." risks that have not heretofore been con-sidered. I think the old rates will grad-

POTATOES IN WAREHOUSES

(Continued from Page One.)

The bill proposed by our committee is a good bill, and has no political considerations in it. The whole railway commission question should be kept out of politics. It is purely a business under natural conditions should never have reached those markets at all. The general public does not as yet realize the serious nature of present conditions, but they will probably awaken when it is too late. Oregon shippers are up against a very serious problem, and the farmer has to stand the big end of the loss.

publicans, and it is thought the remaining two voted for Roosevelt at the last election. Therefore no charge of partisanship could be brought against them in their views because those views at this time favored the appointment of a state railroad commission by the governor of the state, whether he be Democrat or Republican. The opinion is freely expressed that the effort to inject politics into the Used for Grange Grop. "There are not 20 empty refrigerator cars in Oregon. The Southern Pacific is holding them all in southern California to compete with the Santa Fe in getting orange shipments. Cars can be had only at competitive loading points, such as Sfockton, and other California.

stations. The Southern Pacific com-pany practically owns western Oregon and sews it up whenever convenient to do so. "We cannot use the magnificent mar-

Preexing in Warehouses.

below zero. Relative to that cold spell J. A. the records at the weather bureau say: Slater,

On January 7 and 8, 1896, the Willamette was covered with a thin coat of ice. The minimum temperature of the month, 12 degrees, occurred on the

The entire northwest is experiencing the coldest weather for many years, and a serious fuel shortage throughout the country adds to the suffering. The Columbia fiver is a mass of floating ice below the locks at Caseade, and all navigation on the upper Columbia 'ice blocked. The lower river is closing up and there is a probability of the river freezing solid, although today the Fortiand Railway company is managing to operate the small steamer Jessie Harkins between the car terminus on the Oregon side and Vançouver, across the river. The ferry was taken off yester-

usmess College

Portland, Oregon, Dec. 23, 1906.

WASHINGTON & TENTH 5TS

Underwood Typewriter Co., Portland, Oregon.

On Account of Largely Increased Attendance

The Holmes Business College Is Compelled to Buy

Twenty-Six New Underwood Typewriters

A Lively Indication of This Great School's Rapid Growth

Please deliver to us; not later than January 2nd, twentyssix (26)
more of your latest No. 4 Underwood Typewriters, all with Tabulators and
Keyboard arranged for "Touch Writing".

We purchased fifteen (15) of your "Visible Writers" eightsen
months ago, as an experiment, having had experience with all other makes
of typewriters for 20 years. Our conclusion is that "Visible Writing" is
so far ahead of the old etyle typewriters, and the Underwood so durable
under the hard strain of school use, that we prefer it to any other.

under the hard strain of school use, that we prefer it to any other.

We have been influenced in our choice by the many calls for bookkeepers and stenographers skilled in the use of the Underwood machine, and by the fact that the Underwood carried off First, Second and Third prizes for speed in the recent contests in New York and Chicago.

Wishing you the continued success that your machine so richly deserves, and thanking you for the courteous treatment and prompt attention we have received at all times from your office, we are,

Yours very truly,
HOLMES BUSINESS COLLEGE.
Per 4. Hostmes Lawrence.
Prin.

he opened up a few days ago and got them in readiness to snip but the cars failed to come. He will probably lose a large part of them with the thermometer at 16 degrees as it stood at 5 o'clock this morning in Portland.

"The people of Oregon," said a well-known dealer, "believe that under these conditions the railroad company should be held in some measure responsible in cash for losses that are directly attribe held in some measure responsible in cash for losses that are directly attributable to railroad shortcomings. They believe a reciprocal genurrage law is really a mild form of punishment, compared with the heavy and widespread loss that is suffered by producers and shippers from the recreancy of the railroad company."

HAS COLDEST DAY

(Continued

Havre, which hitherto enjoyed the dis-tinction of being the coldest town in the union according to weather buresu rec-ords, reports 35 below.

Great Northern traffic is practically at a standstill. Trains are stalled between Midvale and Belton on the main line. All trains are behind their schedules 48 hours, with little show of imme-

Driving wind has piled the snow 30 and 40 feet deep in the canyons of Flathead mountains. On the prairies the drifts are train deep. The situation is the worst in the history of the road. The temperature in Butte is 26 be-low zero in the center of the city, and the wooden walks are creaking with sounds like rifle shots,

ICE BLOCKADES BOATS

Potter Tied Up and French Bark

though it will not be as cold tonight as last night. Twenty degrees will probably be the minimum, whereas early this morning the thermometer fell to 1 above zero. The coldest wave struck the city between 6 and 7 o'clock this morning, and then the temperature began gradually to rise until toward noon it worked up to 19 degrees, or 13 degrees below the freezing point.

As compared with the cold spells of the past seven days, the present wave makes a good showing from the plumber's or fuel man's point of view, because next to that of 1992 it is the coldest winter on record in this city. In the

est winter on record in this city. In the year of 1962 the temperature dropped to 13 degrees on January 25. It remained

year of 1992 the temperature dropped to 13 degrees on January 25. It remained cold for some time, and winter sports were popular for several days.

Other cold days were February 5, 1906, with 19 degrees; January 1, 1901, with 26 degrees; February 14, 1903, with 24 degrees; December 7, 1904, with 28 degrees; February 11, 1905, with 17 degrees, and March 12, 1906, with 22 degrees.

January 15, 1888, was the coldest day in the history of the city, however, for then the mercury crumbled to 2 degrees

"The Willamette river at Portland was frozen from January 15 to 25, 1888, inclusive, and persons were crossing on the ice. The lowest temperature at Portland occurred at this time—namely, 2 degrees below zero—on January 15."

large ice floes were encountered all the way from Astoria and that above St. Helens the ice fields are compact. The Regulator line has tied up its fleet of steamers at the foot of Alder street.

steamers at the foot of Alder street, after having made several ineffectual attempts to resume operations between Portland and Cascade locks.

The steamer Harvest Queen is on the way up the river from Astoria with the French bark Cornil Bart in tow, and she is expected to make the run all right by using the heavily laden vessel as an ice breaker.

by using the national process of the British tramp steamers Vermont and Gymeric, which arrived in the harbor this morning, plowed through fields of ice all the way from St. Helens and control a temporary channel, but reached opened a temporary chan the harbor in good time.

John Day Bank Election.

(Special Dispatch to The Journal.)
John Day, Or., Jan. 14.—At the annual meeting of the stockholders of the First National bank F. S. Slater and W. W. Wood were chosen to fill vacancies. The board then slected F. C. Sells, president:

Mrs. Brotherton Wants Divorce.

(Special Dispatch to The Journal.)
Pendleton, Or., Jan. 14.—Mrs. Ellina
J. Brotherton, alleging long continued
crueity, has sued for divorce from Acil
Clarke Brotherton. They were married
in Wisconsin in 1879, and have four

Officers of Pendleton Canton. (Special Dispatch to The Journal.)
Pendleton, Or., Jan. 14.—Fendleton canton No. 3, L. O. O. F., has elected the following officers for the ensuing year: Captain, John Halley Jr.; Heutenant, J. P. Mederanch; ensign, C. C. Shumway; accountant, A. B. Cooley; clerk, W. S.

Altered the Case.
"I could die for you," he pleaded.
"You don't say so," replied the girl.
"And," he continued, "my life is insured for \$10,000."
"I am yours," she cried, "till death."

Five Years

Have Been Spent Perfecting Liquozone. Will You Try It-Free?

But five years of experience, with millions of users, have done a great deal to perfect it. The product has been studied by many physicians and chemists, including some of the world's highest authorities. As a result, better standards have been evolved and adopted. Millions know

For the rights to Liquozone, after thousands of tests had been made with it, after its power had been demonstrated for more than two years in the most difficult germ diseases. Conditions which had resisted medi-

are side against the proposed a legislation, and the rillroads gargingt it on the quiet, it is by the schemers to smable the an companies to put through their own.

COMPLETE LIST

NEVADA MINE SHARES

NE JOURNAL OF A SHARES

**NE J

Even when Liquozone was new the results were astounding. It seemed almost incredible that anything could do, in difficult cases, what this product did.

But five years of experience, with medicine proves so helpless in dealing cide, not for common drugs. Liquozone, ing with germ diseases. Liquozone, zone does what other means cannot accomplish. And it is wrong to cling to old ways when millions of people that the product of the contrary acts as a remarkable tonic.

We Paid \$100,000.

50c Bottle Free.

If you wish to know what Liquo-zone does, please send us this cou-pon. We will then mail you an order on a local druggist for a full-size bot-tle, and will pay the druggist our-selves for it. This is our free gift. What Liquozone Is.

Liquozone is a tonic-germicide, the virtues of which are derived solely from oxide gases. No alcohol, no narcotic, nothing but gas enters into it. The process of making requires large apparatus, and consumes 14 days' time. The object is to so combine the gases with a liquid as to the carry their virtues into the sum of the sum of

EL, TORO Breva-Pinas (Exact size and shape) Also made in

Every El Toro is now banded. This is the cigar that has done so much to popularize Porto Rican cigars among discriminating smokers.

Porto Rican-American Tobocco Company Manufacturer, San Juan, Porto Sico

MASON, EHRMAN & CO., Distributors, Portland, Ors,

ONLY COMPLETE LIST OF NEVADA MINE SHARES

The Journal publishes today a most complete list of active Navada mining stocks as traded in on the San Francisco exchange. This is the most complete list of mining share transactions printed outside of San Francisco.

ket now offered for our produce in California and when the railroad com-pany sees fit to give us the returning orange cars with which to move our po-tatoes and onlons it will be too late."