

286 CASES OF "STAR" BRAND SHOES

BOUGHT BY THE

CHICAGO Clothing Company

69 AND 71 THIRD STREET

At 55c on the Dollar

HISTORY OF THE DEAL

ROBERT JOHNSTON & RAND, ELEVENTH AND WASHINGTON AVENUE, ST. LOUIS, MAKERS OF THE FAMOUS "STAR" BRAND OF SHOES—MADE UP SPECIALLY FOR THE CONOVER SHOE CO. OF LOS ANGELES—286 CASES OF THEIR FINEST CUSTOM BENCH MADE \$4.00 TO \$6.50 SHOES FOR SPRING TRADE. THE CONOVER CO. FAILED JANUARY 2 AND THE SHOES EN ROUTE TO THEM WERE OFFERED TO US AT 55c ON THE \$1.00 OF FACTORY COST. WE PAID THE CASH—THE SHOES ARE HERE. TOMORROW THE SALE BEGINS. EVERY PAIR FULLY GUARANTEED. EVERY PAIR 1907 STYLE. EVERY PAIR CUSTOM BENCH MADE.

Conover & Co.'s
\$3.50 and \$4.50

"Star" Brand Shoes
In all leathers and lasts, go for \$2.50

Conover & Co.'s
\$5 to \$6.50

"Star" Brand Shoes
In all leathers and lasts, go for \$3.50

For every pair that goes wrong the Chicago gives a new pair FREE

THE CONOVER SHOE CO. WAS LOS ANGELES' FINEST SHOE STORE—PLAYING THE RACES FINISHED THEM.

GOOD SHOE FITTERS USED TO WAITING ON GOOD TRADE WANTED APPLY BEFORE 9 O'CLOCK MONDAY MORNING

GOLD COIN BEHIND LOSS COMPANY

Eastern Capitalists Are Now Interested in the United Railways Franchise.

IDENTITY OF THOSE IN COMPANY KNOWN

Despite Opposition of Electrical Interests It Is Apparent That City Lines at Least Will Soon Be Under Construction.

The men who will act as the head and front of the C. E. Loss syndicate in construction of the United Railways company's lines are gradually becoming known, and their identity has confirmation to the Journal's recently published report that the lines will be built.

lines will be built, despite the opposition of the General Electric element and its allies. Provision is being made to fully equip the lines and supply them with electric power.

Value of Franchise Recognized.

Ferry Coffin and Banker Burr of Boston and several prominent New York banking firms are said to be in the syndicate. The report that Kidder & Peabody of Boston and the Seligman of New York are the real backers of the enterprise, is emphatically denied by the Wall street representatives of those firms. The Seligman are of course known to be part owners of the Portland Railway Light & Power company, commonly known as the Portland electrical monopoly.

The Journal's New York correspondent wires that "it looks as if the holding company plan would go through and Mr. Loss, whose eastern connections are undoubted, would be able to accept or decline any outside assistance offered. The franchise is recognized as a valuable one, and every street railroad combination in the country is certainly keeping its eyes upon it."

The Journal's New York correspondent wires that the city lines have been ordered and are daily expected to arrive in Portland. Mr. Loss, who was in the city a few days ago, left for southern California, but is expected to return next week and take active charge of the work.

All arrangements have been made for delivery of the rails on the ground and for distribution of the ties and other materials as fast as they arrive. The company has yet two or three months in which to complete the city lines, and if weather conditions are favorable it is said the work can be done. Should unforeseen obstacles arise the city council will be asked to extend the time to enable the work to be completed.

BLIZZARD RAGING

(Continued from Page One.)

Ten thousand head of sheep have been driven to this city to feed on account of there being no hay in the interior, and unless the snow blockade is broken shortly so forage can be shipped in from outside a large loss of sheep is anticipated.

The hay shortage in this vicinity is being aggravated by several bands numbering thousands of head, that have been driven in from the interior for shipment, but have been held here over a week on account of washouts and storms on the Columbia Southern and O. R. & N. railroads.

Chinook the Only Salvation.

Dispatches received here tonight from Prineville and through letters received by stage from the interior it is learned that stockmen in the Prineville country are fearful that a heavy loss will result to their herds. The snow is accumulating so rapidly that it is fast becoming impossible to move feed to the sheep and cattle that are in their winter feeding quarters. It is stated that a Chinook wind is the only thing that will relieve conditions. On the other hand, if the present depth of snow lying on frozen ground melts away, as it usually does under the softening breath of a chinook, nothing can prevent the damage which will result from the floods.

Usually stockmen in this portion of the state feed about 40 days during the winter, the stock running on the ranges during the remainder of the season. In most sections feeding has been continued now for some 25 days, and with this severe storm coming when the winter has hardly more than begun there are the broadest grounds for alarm.

WHERE LANDSLIDES OCCUR

Trouble in Southern Oregon Due to Rains—Two Days' Storm.

(Special Dispatch to The Journal.)

Ashland, Or., Feb. 2.—A storm of rain in the valley and snow in the surrounding mountains has prevailed here with short intermissions for two days and nights. The creeks are much swollen but no material damage has yet been done.

The railroad has been troubled with slides but not seriously except Thursday night at Delta, the place where slides have been so troublesome in the past two years. The train ran into a slide Thursday and was over ten hours late here yesterday. Trains from the south today were not greatly delayed. A few cars of a freight went into the ditch in Cow Creek canyon last night, delaying all southbound trains several hours today. The track is now clear through the Blakely and Sacramento canyon sections.

The ground is so thoroughly soaked that slides are apprehended in the worst places.

IT IS DEAD OF WINTER

River Solid at The Dalles, Snow Deep, Feed Getting Scarce.

(Special Dispatch to The Journal.)

The Dalles, Or., Feb. 2.—Snow began falling last night and six inches now covers the ground. The fire on the river is still solid and persons are still crossing. No accidents have yet occurred.

It is feared this storm will be disastrous to livestock, as stockmasters have been feeding for the past month, and hay is becoming scarce.

ENLARGING FLEET ON THE PACIFIC

Before the End of the Summer a Large Squadron Will Be Named.

NOT ENOUGH SHIPS TO STAND OFF JAPANESE

Charleston, Milwaukee and Nebraskas to Remain on Coast—Wisconsin and Oregon to Be Repaired for Fighting at Once.

(Heart News by Longest Leased Wire.)

San Francisco, Feb. 2.—The latest report in local naval circles relative to the disposition of warships on the Pacific coast indicates the probability that before the end of the summer the Pacific squadron will have a respectable force of armored ships upon it.

Unless unforeseen things occur to prevent, it is understood that the armored cruisers California and South Dakota, now nearly finished at the Union Iron Works, in this city, will be sent, soon as placed in commission, to the Asiatic station to join their four sister ships—the Maryland, Pennsylvania, West Virginia and Colorado—under Rear Admiral Willard H. Brownson's command.

The big sister protected cruisers Charleston, now flagship, and Milwaukee, will, it is said, remain on the coast. Later, when the battleship Nebraska is placed in commission at the Puget sound naval station, she will be attached to the Pacific squadron, which will be still further strengthened by the addition of two or three battleships which will be sent to this station from the North Atlantic. When the Wisconsin has undergone the repairs contemplated upon her at the Puget sound naval station, she, too, according to the report, will be added to the force under Rear Admiral W. T. Swinburn's flag.

This will make a total squadron of four or five battleships, two large protected cruisers and several small craft and torpedo destroyers on the Pacific station, the most formidable ever concentrated upon this coast, but yet by no means powerful enough to make a successful defense, unsupported, against a fleet from a first-class naval power.

Piles Quickly Cured at Home

Instant Relief, Permanent Cure—Trial Package Mailed Free to All in Plain Wrapper.

Piles is a fearful disease, but easy to cure if you go at it right. An operation with the knife is dangerous, cruel, humiliating and unnecessary.

There is just one other sure way to be cured—painless, safe and in the privacy of your own home—it is Pyramid Pile Cure.

We mail a trial package free to all who write.

It will give you instant relief, show you the harmless, painless nature of this great remedy and start you on the way to a perfect cure.

Then you can get a full-sized box from any druggist for 50 cents, and often one box cures.

Insist on having what you call for. The cure begins at once and continues rapidly until it is complete and permanent.

You can go right ahead with your work and be easy and comfortable all the time.

It is well worth trying.

Just send your name and address to Pyramid Drug Co., 65 Pyramid Building, Marshall, Michigan, and receive free by return mail the trial package in a plain wrapper.

Thousands have been cured in this easy, painless and inexpensive way, in the privacy of the home.

No knife and its torture. No doctor and his bills. All druggists, 50 cents. Write today for a free package.

YOU'RE SURE IT'S PURE—THE GOVERNMENT GUARANTEES IT.

HAYNER WHISKEY

BOTTLED IN BOND

AND SHIPPED DIRECT FROM OUR DISTILLERY TO YOU

HAYNER BOTTLED IN BOND WHISKEY is made in our own Registered Distillery—under the direct supervision of the U. S. Internal Revenue Department—full strength, full measure, absolute purity and age guaranteed by the U. S. Government stamp over the cork of each bottle.

Send us your order—save all the dealers' profits—and get the highest grade bottled-in-bond whiskey at distiller's price.

We pay all express and freight charges—and guarantee satisfaction or money refunded.

THE HAYNER DISTILLING COMPANY, Division 4283

St. Louis, Mo. St. Paul, Minn. Dayton, O. Atlanta, Ga.

100 DISTILLERY, TROY, OHIO. CAPITAL, \$500,000.00 FULL PAID. ESTABLISHED 1898.

STOCKMEN HERE UNEASY

Crook County Men Now in City Discuss Famine Probabilities.

No little anxiety is expressed by central Oregon stockmen who are in the city regarding the conditions brought about by the heavy storm which is sweeping through the interior country. Two of the largest sheepmen in Crook and Wasco counties said last night that if the deep snow laid on for any great length of time the loss would run into thousands.

Will Wurweller, president of the Black Butte Land & Livestock company of Crook county, which is running thousands of head of sheep on the ranges of Crook county, said at the Imperial last night that his company had on hand a plentiful supply of feed to weather a storm of moderate duration.

Hope for the Best.

"We have been feeding our sheep since the severe cold spell last month and expect to feed, as usual, for another month or so. If this latest storm continues for any length of time and another comes a little later on it will place us in a position where we will have to feed grain. With the latter gone, conditions will be much the same as they were during the double winter of 1888, when practically every stockman in Crook county saw the carcasses of his herds lying in the snow."

"I am uneasy, of course, but I believe that we are in a position to carry the sheep through unless this storm proves of unusual severity and duration. I believe that it is generally true throughout Crook county that stockmen can weather through a pretty severe storm, so we can only hope for the best."

MISSING INDIAN

It Is Feared Till-O-Cats Has Perished in the Blizzard.

(Special Dispatch to The Journal.)

Portland, Or., Feb. 2.—Till-O-Cats, a well-known Umatilla Indian, has been missing from his home on the reservation for two days. A party has made an unsuccessful search for him and it is feared he became intoxicated in town and froze to death in attempting to reach his home.

STORM ON COLUMBIA

Wind Blows a Gale and River Is Dangerous.

(Special Dispatch to The Journal.)

Vancouver, Wash., Feb. 2.—Old residents declare that the present storm is the worst for this section that they remember. The wind has been blowing a gale and the river at times was rendered extremely dangerous by the storm.

A steamer left here yesterday bound for an up-river point, but after buffeting with the wind for six hours was compelled to abandon the trip and return to this port. Another steamer has remained in port all day, fearing to attempt the journey.

The wind is said to have reached a velocity of 50 miles an hour at times.

Gns Tank Explodes

Chicago, Feb. 2.—In a panic following the explosion of a gas tank connected with a moving picture show at the Brooklyn Methodist church at Grand Crossing tonight 20 persons were painfully injured. The fire caused by the explosion was extinguished with but a few hundred dollars loss.

Muscovine Church Burns

(Publishers Press by Special Leased Wire.)

Muscovine, Iowa, Feb. 2.—The First Congregational church on Muscovine burned tonight, with \$75,000 loss.

BURGLARS ROB TAILOR SHOP AT ASTORIA

Astoria, Or., Feb. 2.—At an early hour this morning the tailoring establishment of A. Killman in the Occident block on Bond street was burglarized and 12 bolts of cloth stolen. The thieves entered by a rear door. No clue to the robbers has been obtained by the authorities.

Fortieth Wedding Anniversary

(Heart News by Longest Leased Wire.)

Washington, Feb. 2.—Mr. and Mrs. Samuel Gompers are celebrating the fortieth anniversary of their wedding tonight at their home here. A large sum-