C. E. S. Wood Criticises Do-Nothing Policy of Harriman in a Witty Speech at the Hill Banquet

Mr. President of the Chamber of Commerce, Mr. Hill, Mr. Elliett, Mr. Louis the towns in Oregon, but it is colder. There they sell fish by the cord, milk by the chunk and whistey in bricks, and the frozen north—If I had any sense or tnot I would say welcome and take my seat. But you ask any prominent citizen and he will tell you? have neither, so I am going to live up to my reputation, and at this hour of the morning, when all the good things have been said and the bottles are empty, I am going to inflict a speech upon you, not only a speece, but a lecture.

I hate to lose this chance to be advertised by the company I keep. I know I ought to shut up, but what the sense in the towns in Oregon, but it is colder. There they sell fish by the cond, by the company I keep. I know I ought to shut up, but what the fearful this colder in St. Paul without being continued the corresponding to the Morthern rallway offices in St. Paul without being continued the corresponding to the company I keep. I the difficulties of overcoming space. London is nearer to Portland. Here, if we visit our genial friends to lose this chance to be advertised by the company I keep. I the world.

Best Road in the World.

as far removed as if they lived on opposite sides of the planet. Even in the days of Rome all civilization, the days of Rome all civilization

pity them and help them. Let us remember that possibly it is not our own virtues which have kept us from owning railroads. Let us not in our pride look down on these wretched railroad kings, but remember that it might have happened that we would have been as bed as they. I hate to see the fellow who is down being kicked, especially a good fellow like Jim Hill, and so I think I can speak for all present when I say to you, Mr. Hill, and your friends—but particularly to you as a hardworking, deserving man—that if you want to come out to Oregon and be happy we'll help you to do it, and damn the interstate commerce commission.

Some Men's Luck.

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I hate to lose this chance to be advertised by the company I keep. I know I ought to shut up, but what man, after preparing a speech, lying awake over it tossing over it, suffering over it, over had the self-denial to tretuse to utter it? Not one. Not in the history of man. There is a fatality about it. I know you want to go about it. I know you want to go about it. I know it is an unseasonable hour. I know it is an unseasonable hour. I know the long list of entertaining addresses we have listened to. I am possessed of a devil and I must be delivered.

If is not always decirable to have the last word, but I take some consolation from the facts that I am invariation from the facts th

that for your sins you must hurry back to your religious town.

Welcome to Oregon.

I am sorry that it is not your good fortune to live in some one of the delightful climates of Oregon. Which change from the almond content to the spile fig groves of hed River. From the spile fig groves of the gentlement of the spile fig groves of the gentlement of the spile fig groves of hed River. From the spile fig groves of the spile fig groves of hed River. From the spile fig groves of the spile fig groves of hed River. From the spile fig groves of the him the spile fig groves of the him of the spile fig groves of th

and year unto year River Sinks in Desert.

Between these the sparkling river dances on its way to sink in the desert, scattering life in its course and in its

I may to you, Mr. Hill, and your friends—but particularly to you as a hardworking deserving man—that if you have the property of the property

Bottled Up by Harriman.

Bottled Up by Harriman.

What is to redeem this land from the cowboy and the sheepherder, but the modern highway, the railroad. And those who take from a territory to build elsewhere and leave it undeveloped magabe highwaymen but not railroad men as I view the question. I have listened here tonight to Mr. Cotton's impression of central Oregon. I have hunted Indians there and in the Palouse country and the Wenatchee and I say the difference between eastern Oregon and eastern Washington is only one of transportation facilities.

I have seen both regions as the sagebrush wilderness. I see Oregon the same today. Why? I have been told by a Harriman official that the country was only fit to raise things with hoofs to walk out on; that the Union Pacific had it bettled up and would develop it when it got ready and not while it was fighting for competitive territory—that is, fighting Jim Hill. That is not my idea of the duty of the public highway to the society from which it draws enormous revenue. Oregon is bounded on the north by the Harriman system, and on the west by the Harriman system, and on the west by the Harriman system, and on the west by the Pacific ocean. It will thus be seen that it is between the devil and the deep seen.

The highway is the artery of social

started on a four or five days' journey. Today you go from New York to Washington in four or five hours.

This is what the railroad has done. It has lengthened life and shortened space, those two great limitations upon our existence—time and space. Space has been cut down by steam and our lives have been relatively lengthened. It stands to reason, therefore, that for economic reasons and sociologic reasons and vital reasons the railroad is the prime necessity of intercommunication between modern men. It has superseded all other land highways and is to our life the only highway.

I will ask you to remember this fact. If we consider man as a problem, we find that he is a gregarious animal. That is, everywhere he has been found in flocks or tribes. He will not live isolated. And to this fact is greatly due the evolution of man, his rise and progress. Had he lived alone, his aspirations, his struggles, his knowledge, would have died with him, but man has handed his aspirations and his knowledge from man to man and from generation to generation until today he dares to speculate upon the origin of that very life and intellect which entables him to speculate.

Society and Highways.

Society and Highways.

He has gathered between his palms the lightning and he weighs the stars. We have this structure: The progress of man resting upon society. Society resting upon intercourse and exchange, and intercourse resting upon highways. It is, therefore, not too much to say that highways control man's life and development. The first rude trails between tribes was a beginning of civilization. lization. Consider that great civilization which was the dawn toward which we still look in breathless admiration—Greece. It was a small country. It has no navigable rivers, but in the most remarkable way it is indented by the sea.

navigable rivers, but in the most remarkable way it is indented by the sea, so that even from the heart of the country, among the hills, the sea is easily and quickly reached in some direction. This best of all highways, the great throbbing unmonepolized and public sea, was the highway of Greece. Communication was easy, and the civilization of Greece became the civilization of a group of weatity seaports, sending argosies to all parts of the known world, competing with those greatest of navigators and traders, the Phoenicians; sending out wealth and bringing back wealth. Sending out knowledge and bringing back knowledge. Until upon this traffic over the beautiful sapphire highway of the sea arose that brilliant civilization of Athens, Syracuse, Rhodes, which gave us in science and philosophy Aesculapius, Pythagoras, Epicurus, Socrates, Plato, Arisotie. In the drama, Sophocles and Euripides, in poetry the majestic odes of Pindar, the rose-crowned odes of Anacreon, the pulsing songs of Sapho and the idyls of Theoritus, Bion and Moschus, where still we may see the happy shepherds of happy Greece, watching their goats and beguilling themselves with rural songs chanted to the low soft music of the panpipes and the flute, And that great harp of Homer in whose sound we catch the clash of the gods, waging battle, and the sobs of Andromache, as human as the sorrow which we all—alas—must know. And in gods, waging battle, and the sobs of Andromache, as human as the sorrow which we all—alas—must know. And in art Phidias and Praxiteles, whose dreams in marble have resisted the envious tooth of time and stand today in our halls and homes to gladden us with their beauty and teach us that a thing of beauty is a joy forever.

This was the world's greatest creative civilization and it would have been impossible without the free intercommunication by sea.

Bome Built Righways.

And then came the world's great constructive civilization. Rome, and Rome never conquered a city or a province but that she built to it a road so straight so smooth that there was no competing against it, and so deep-founded that the old Roman roads exist to this day as our highways, not only all through Italy but reaching up to France and Germany and in England. The Romans were a nation of roadmakers, and if you have followed me, that means westlamakers and civilization. means wealthmakers and civilization

makers.

When Julius Caesar was fighting in farther Gaul he got news of plotting against him in the Roman senate, and in three days, he stood among them and the conspirators were as much frightened by his miraculous appearance as the conspirators were as much fright; ened by his miraculous appearance as cowed by that master spirit which put the world beneath his feet. It is said no man could have done this but Caesar, but Caesar could not have done it with-out that wonderful artery leading from the heart of Rome to the very frontier he was fighting for.

the heart of Rome to the very frontier he was fighting for.

Over these roads went not only the legions of conquest but the wagons and caravans of commerce. The Roman civilization was the civilization of one great dominant city, founded upon commerce and conquest, and this founded upon her highways, and all roads led to Rome. The world is still governed by that code of Roman laws known as equity.

Reason For Her Greatness.

Commerce still uses her letters redit and bills of exchange, and come must be attributed the origin Rome must be attributed the origin of those octopl, the corporation and the trust. And so I could point to you that England's greatness, as that of Greece, rests upon the highway of the sea; and France and Germany, like that of Rome, upon the highway by land; and Russla, the barbarian glant, has waked to the fact that roads are the very arteries of life. It is good roads which knock down mountain reases and cholish knock down mountain reases and cholish knock down mountain ranges and abolish distance.

distance.

But, gentlemen, the roads upon which human society has rested uptil now have had one fundamental and vital distinction from the railroad. They have been open to all men; to all competition. The seas and the rivers are any man's highway. They belong to the poorest as well as to the wealthiest; and so, indeed, in a lesser degree, the king's highway, the turnpikes and the toll-roads. They were open to anybody and everybody, upon the same

the king's highway, the turnpikes and the toll-roads. They were open to anybody and everybody, upon the same terms and conditions.

But the steam highway, from the very necessity of the case, must be under one management and control and in that sense must be monopolistic. But in fact the steam highway ought not to be and cannot be any more monopolistic, personal or discriminating than the river, the sea, or the open king's highway. It is true men have put their private funds into the construction of the railroad, but it is also true that they have been given authority by society to condemn and take property.

In Trust for the People.

it is my judgment that unless the railroads honestly and in good faith recognize that they have merely taken the
place of the people's highways, the sea,
the rivers and the turnpike; unless
they cease to combine and cease to
make non-competitive rates, unless rates
are based only on a fair return for
the services performed considering
cost; unless they give absolutely equal
and impartial treatment in all respects
to the humblest as to the most powerrul shipper; unless they give over this
effort at making towns or unmaking
towns and making towns or unmaking
towns and making men or unmaking
men, society will eventually condemn
their properties and take them out of
their hands.

Forced by Ealiroads.

Porced by Railroads.

Does any one here believe that any such thing as this malformed and halfabortive interstate commerce commission would have been in existence except that the railroads forced it to exist? Does any one here believe that there would have been rate legislation except as the railroads invited it? I, for one, am anti-Socialistic. I am the purest individualist. I am opposed to government intermedding in the affairs of individuals or in the commerce of the country. I look with regret and with fear at our elective republic taking over the actual ownership and management of the railroad. But it is sure to come. (And the time of the coming is not important.

What is time in the evolution of man? as that tomorrow will follow tonight, unless the railroads recognize that they are a common highway, to give the public, without discrimination, passage for goods and persons at the lowest practicable rates based upon cost of service. They must recognize that they are open to competition, the competition of society, and when society suspects that the railroads are taking advantage of the naturally monopolistic position they are in, society will exert its competition and take the railroads into its own hands.

Things Move Slowly. abortive interstate commerce commis-

, Things Move Slowly.

I think we are too apt to think the world will end with us; too apt to measure time by a political administration. We forget the millions of aconsit has taken to make a man. The tens of thousands of years civilization has been crawling upward since written language began. I think we are apt to use that animal instinct of self preservation; to grab right and left whatever we can, forgetful of the fact that artificial social condition has given to some men great power and opportunity and to others none. Too apt to forget that every power vested in one man of a few men over the welfare of another, or of society, has been the ruin of the powerful unless it has been exercisd with exact justice.

Mr. Cotton has asked shall not the railroad values increase as city lot values have? Shall the railroads not get a fair return on those values as buildings bring increased rent? I say no. There are vital distinctions. The building is selling space for occupancy—the railroad is offering to haul goods from place to place. The measure for rents is the value of the space. The measure for the transportation rate is the cost of service into which the arbitrary addition of increased values of right of way or real estate ought not to enter. The railroad gets its increased profit from the growth of society in the increased volume of business.

But which I wish to emphasize is that highways are essentially the ser-

But which I wish to emphasize is that highways are essentially the servants of society not society the servants of society not society the serfs and tribute payers to highways. That the railroad is the only possible economic highway in modern land traffic and no interfor region can hope to market products unless it has such highway. That railroad owners are trustees for society and there is a moral duty for every railroad to expand into and develop the country which it has attached itself to and from which it draws its revenues.

If the railroads do not recognize that they exist to serve society, not society

draws its revenues.

If the railroads do not recognize that they exist to serve society, not society to serve them, society will soon wake up to that truth and no man can predict the results. I wish to say that I believe our eldest guest has been wise enough to recognize this truth. I conce tried to sell him an Oregon land grant. He replied: "It is out of my territory, far out of it, and I owe all my energies and all my money to develop the territory dependent on my lines and on which they are dependent."

Mr. Hill has sought to make money for his stockholders. He has been moved by motives of self interest as we all are, but I believe he has been wise enough, as I have said, to see that his larger self interest and moral duty were one and the same in requiring him to develop—often at a loss for some years—the territory bound to him and to which he was bound. To this constructive faculty and sense of justice and duty I attribute his success as the empire builder of our time. I do not believe society wishes to own or operate railroads and if it ever does come it will be from a feeling of self preservation and because the railroads by their blind and arbitrary position as overlords and tax gatherers and tribute takers, have forced it—On their heads be if.

Bad Symptoms. -

The woman who has periodical headaches, backache, sees imaginary dark spots or specks floating or dancing before her eyes, has gnawing distress or heavy full feeling in stomach, faint spells, drag-ging-down/feeling in lower abdominal or pelvic region, easily startled or excited, irregular or painful periods, with or with-out pelvic caterrh, is suffering from weaknesses andierangements that should have early agention. Not all of above symptoms are likely to be present in any case at one time.

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woman's peculiar allments enter into its composition. No alcohol, harmful, or habit-forming drug is to be found in the list of its ingredients printed on each bottle-wrapper and attested under oath.
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