

AUTO TOURISTS ABROAD BOUND BY NEW RULES

Code for Motor Traffic Is Adopted by Several Nations of Continental Europe—French Government to Sanction No More Lotteries.

By Paul Villiers.
(Published from London Wire.)
Paris, Nov. 6.—Of much interest to Americans who contemplate motor tours in Europe is the action of the international conference on motor traffic which has just come to an end here. It prepared a number of rules, which have already been agreed to by Belgium, Bulgaria, France, Germany, Italy, Romania and Serbia and are as follows:
Cars traveling from one country to another must carry a distinctive sign showing their nationality. The recognized warning apparatus is the horn. Each of the contracting states is bound to see that conventional signals are placed at dangerous points along the roads.
Drivers will have to conform to the law of the country through which they are passing, an extract of which they will be able to obtain at the customs station on the frontier.
Every motor car must be provided with two lights in front and behind.
East of Lotteries.
The Parisians are working themselves into a frenzy of excitement over the last of the lotteries, and there are signs that the interest in it is not confined to Paris or France. The government is resolved to sanction no more enterprises of this kind for raising money. This decision has been come to partly to discourage the prevalence of gambling and also out of a consciousness that a large part of the proceeds of the various public appeals never went to their avowed object at all, but found their way into intermediate pockets.
Two million one hundred and fifty thousand tickets have to be distributed to be spread over eight drawings. The first took place on November 5; the others follow at intervals of a month or so, the last being drawn on Christmas eve, 1910. There are six prizes of 1,000,000 francs each and others of less amounts. The price of the tickets is 20 francs. The number of applications covers many times over the number of tickets to be issued; the consequence is that persons applying, say, for 500 tickets will have to be contented with 50.
The various banks receiving subscriptions are inundated with applications from England, which arrive by every post. Lotteries appear to have all the attraction of the forbidden to the British. Subscriptions are also received from America. Moreover, it is the last occasion upon which an Englishman can make his fortune in France.
Statistics About Strikes.
The ministry of labor has just published some statistics on the subject of strikes, which to say the least are extremely suggestive. In the course of September there were 73 strikes in Paris—that is to say on an average about two strikes and a half a day. Out of the 73 strikes, 47 were settled in 10 days or less. The other 26 are still in progress. Thirty-one of the strikes were complete failures.
The Army museum here has received

from Lord Archibald Campbell a present of a curious relic of Napoleon. This is the flag which the latter flew in the Isle of Elba during his captivity there. The flag, which seems to have been entirely invented by Napoleon, although some say that it was part suggested by that of Cosmo del Medici, former sovereign of the island, is rather a strange standard. It is square, white and fringed with gold, bearing three gold bees on a diagonal scarlet stripe. The staff carries a white and scarlet scarf, having also three gold bees. Napoleon does not seem to have used the flag he invented elsewhere than in the Isle of Elba, where he was a dethroned and captive monarch. In France, although bees were always his emblem, and were embroidered on his state robes, his standard was the tricolor.
Outraged in Red Tape.
France is famous as the land of red tape, and her public officials are determined that she shall live up to her reputation. On July 13, at 11 o'clock in the evening, the wife of a M. Duval presented him with a daughter. On the morning of the 14th M. Duval, in accordance with the law, went with two witnesses to the town hall of his district to register the birth. July 14 being a national holiday, the office was closed. On the next day, a Sunday, the office did not open. On Monday, the 16th, the clerk refused to register the birth because 48 hours had passed since the child was born. A short time ago M. Duval was summoned for not having registered his daughter's birth and was fined 75 francs.

KING'S BIRTHDAY TO BE CELEBRATED
In celebration of the anniversary of the birth of King Edward of England, members of the British Benevolent society will give a banquet and reception at the Commercial club Tuesday evening, November 9. Covers will be laid for 100 guests. The banquet will be held under the immediate direction of William A. MacRae, manager of the Bank of California and president of the society.
Toasts, songs and addresses will furnish the entertainment of the evening. Mr. MacRae will rise to drink to the health of King Edward, while James Laidlaw, H. R. M. consul, will toast the president of the United States. Other toasts follow: "The Navy," William D. Wheelwright; "Our Inheritance," J. B. Kane; "The British Benevolent Society," William McMaster; "The City of Portland," Dr. W. T. Williamson; "The Ladies," John McIntyre. Singing of Auld Lang Syne will come as a finale of the evening's entertainment. Toasts will be interspersed with vocal solos and quartet selections.
Opal City—Future Metropolis of Central Oregon—See Page 9, Sec. 6.

RAILROAD PLANS TO BOOM CROPS

Practical Experiments to Demonstrate Value of Scientific Work.

Philadelphia, Nov. 6.—What is regarded as one of the most important incentives to the development of agriculture is the recent purchase by the Pennsylvania Railroad company of 50 acres of land at Bacon, Pa. The purpose of the railroad in this step is to show by practical demonstration what may be done in farming in Delaware and on the east shores of Maryland and Virginia through the adoption of scientific methods; and to encourage farmers in that section to take full advantage of the natural resources of their country.
Several years ago a similar farm was begun on Long Island. It was so successful that another farm was established in the same neighborhood. As a result, the farming output of land on the eastern end of that island has greatly increased both in quantity and variety.
To Increase Production.
The farm at Bacon, which is along the line of the Delaware railroad, is intended to supply the farmers of the peninsula the same function as its predecessors did to the truck raisers on Long Island.
The establishment of the farm is the result of a trip made by President James McCrea, of the Pennsylvania railroad, through the peninsula a year ago. At that time he saw thousands of acres lying idle, while the farms adjoining them bore flourishing crops. The last census report shows that of the 3,916,800 acres on the peninsula, only 2,053,299 are under cultivation. President McCrea suggested the experimental farm.
H. S. Lippincott, a graduate of the agricultural college at Cornell university, has been appointed superintendent of the farm. The cooperation of farmers of the peninsula is already assured, and the state agricultural colleges, boards and horticultural societies are supporting the project. Besides attending to the farm, Superintendent Lippincott will make a series of addresses to different bodies of agriculturists.
One of the objects of the movement is to induce farmers from other parts of the country to settle in the peninsula. There are at present 28,355 farms, while the total population of the section is about 500,000. It will be pointed out that the land south of Wilmington, in point of transportation facilities, is as close to the great consuming centers as New York is to the farmers of Long Island.
Deliveries may be made in one day from any section of the peninsula to points in central Pennsylvania and Maryland; Baltimore, Wilmington, Philadelphia and New York are close enough to furnish ready market for fruits, vegetables and other crops, while a through freight service has been established to the middle west.
It is intended that the Delaware railroad experimental farm shall make demonstrations in growing fruits and in improving the varieties now under cultivation on the peninsula. Glass houses will be built for experiments with growing plants under glass. Grasses of various kinds will be planted, including alfalfa, timothy and other nutritious hay.
For these experiments, it is to be noted, the railroad bought a farm that was known to be "worked out," that is, land the fertility of which had been used up. The object of this was that a demonstration may be made of how fertility may be restored to land where nature has been robbed of its ability to bear.

STRANGE CREATURE HUNTED BY TOWN
Claremont, N. H., Nov. 6.—Fifty citizens of this town have armed themselves with shovels, pitchforks and baseball bats to give battle to a mysterious creature which is showing itself at night and chasing men and women.
The animal is described as resembling a brownie of Palmer Cox style. It has a fat body, small head and spindly legs. In its progress it makes a noise described as similar to that of a child's cart being drawn on a concrete sidewalk and its voice is high pitched.
Miss Florence Crossman was passing a lumber pile when the "creature" darted out, screeching, and chased her. She was so frightened that when she reached her door step she fainted.

HUSBAND FACES MANY CHARGES

Mrs. Elizabeth Hutchinson Wants Divorce and Own Property.

Alleging that her husband avoided seeing her when she was critically ill last June except when he was intoxicated and his visits were unwelcome, Elizabeth Hutchinson has begun suit for divorce from Robert A. Hutchinson in the circuit court. When under the influence of liquor, she says, he sought the sick room, but this gave her no joy. Mrs. Hutchinson has been married only five days over a year, and she says he has failed to provide for her from the wedding day. He is also accused of calling her bad names. She owned lots in Glenhaven Park before her marriage, and asks that they be decreed to her.
Mellie C. Moore has sued for separation from Sidney B. Moore, to whom

WILL SHOW PICTURES ONE MORE WEEK

The announcement that the "Miracle Picture," which is now on exhibition at the Meier & Frank Co. store, for the benefit of the Good Samaritan hospital, will be kept here another week, will be good news to many people. While hundreds of persons have seen this wonderful painting daily, there are still hundreds of others who have not yet had the opportunity to do so. The extra engagement for another week was made because of numerous requests from many who had seen it and wanted to take their friends to see it.
Exhibitions of the picture are given about every 10 minutes. A competent lecturer fully explains the picture, telling its history and pointing out its peculiar qualities. This painting, which is valued at \$40,000, is guarded night and day by special officers. It is not for sale at any price.
Yesterday more people saw this wonderful painting than at any previous

COMPANY REFUSES TO HEAT ST. JOHNS CARS

The request of the St. Johns Commercial club for heated cars during the winter has been refused by the street railway company.
A letter from Superintendent C. J. Franklin to the club says that it is unnecessary on the Pacific coast to heat the cars because of the mild climate, and also that, while heaters are installed in eastern cities, they are never used except during the coldest part of the year.
Mr. Franklin assumes that the request is based on the extreme temperatures experienced last winter, and calls attention to the fact that this was the most severe weather experienced in 15 years. He also says that in a number of eastern cities the heaters are turned off during the rush hours because they use up too much power, and he says the same thing would have to be done here.
The club is not inclined to let the matter drop at this, but will likely ask for a ruling from the railroad commission, believing the company can be obliged to make its patrons at least partially comfortable.
Opal City—Future Metropolis of Central Oregon—See Page 9, Sec. 6.

MOTOR CAR SERVICE PROMISED SILVERTON

(Special Dispatch to The Journal.)
Aurora, Or., Nov. 6.—A motor car service between Silverton and Portland is promised by the Southern Pacific within the present month. Following the announcement of the railway company the state railroad commission postponed action in the case until the motor cars could be placed in service. While the gasoline motor car is used in many places in the east and middle west this will be the first car of its kind to be used in Oregon.

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Five dollars' worth of Men's Furnishing Goods—all new, up-to-date merchandise, consisting of hats, shirts, collars, sox, underwear, gloves, umbrellas, neckties, etc. Choose your own articles and take them home with you, or we will issue you a credit memo good for this amount, and you may call for them at your convenience.

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Rubberized Changeable Silk Coats.....**\$12.50**
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Specials in Women's Capes
The season's smartest styles. We offer specials of unusual excellence and at lowest prices consistent with reliable quality; \$12.00 values at
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Ladies' Waists
Just received—Messaline, Taffeta Silk and Mohair, in black and colors.

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COST \$3,000,000 TO CROSS RIVER

Enormous Outlay to Take Catskill Water Under or Over the Hudson.

New York, Nov. 6.—At the lowest estimate it is going to cost New York city \$3,000,000 to bring Catskill water from one side of the Hudson to the other. The cheapest method would be by tunnel through solid rock—if solid rock could be found below the river bottom. It was announced at the office of the Broadway Water Supply that already borings had been made to a depth of more than 650 feet and bedrock not come upon, only mud, silt and new gravel.
"We are prepared to go as deep as 1000 feet," it was said on behalf of the board, "for the other two methods of piping the Catskill water across the river are objectionable. Today a tunnel upon the river bed itself seems impracticable, as the river depth is 90 feet; and to build a bridge from Storm King to Breakneck mountains would mean an expense of from \$1,500,000 to \$10,000,000. Besides, federal authority would be needed for a bridge."
"We are therefore counting on reaching rock at 1000 feet. If we don't, well, we haven't encountered that worry yet. Both banks at the point mentioned show gneiss formation, and if we find it under the river bed, solid and without fault, we can tunnel through at perhaps a third cost of a bridge, and no expense to reckon with for maintenance."
Engineers found rock at a point farther up river, but it was lime on one side and granite on the other, and showed a fault. The situation is critical in that unless good rock is found in the next 350 feet the board will have to consider whether to lay a huge pipe or build a bridge, which will add millions to the already enormous cost of this water system, and which may not be able to withstand the heavy winds which sweep down around Storm King.

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