

COL. C. E. S. WOOD URGES STATE TO BUY RAILROADS

Other Speakers at Big Commercial Club Banquet Express Views Concerning Oregon's Development.



William MacMaster, re-elected president of the Chamber of Commerce.

"The cranks of today, gentlemen, is the great fellow of tomorrow." With this preface, Colonel C. E. S. Wood last night launched into a talk before the annual meeting and banquet of the Chamber of Commerce, that held the attention of his listeners until the very moment they had to "run to get their last car." He talked upon the future of the state, in response to a request to address the meeting on eastern Oregon.

Wanted Different Subject.
"I would rather have been assigned some other subject," Colonel Wood explained, "because I have talked on eastern Oregon so much and so often that perhaps you have about run out. But I will speak on eastern Oregon, because it is a vast tract of undeveloped country, and development is the battle cry of the day."

"I heard this evening that we are going to build a \$1,000,000 crematory. Now, if we can only get the right people into this crematory—but I do not mean to load it up with cranks, because the

crank of today is the great fellow of tomorrow. Now, if you do not know any cranks around this neighborhood, I can introduce you to one. Stick to the crank."

Colonel Wood's opportunity to speak came shortly before midnight, after a reading of a number of interesting but lengthy reports of the work for the year of the chamber's officers and committee, and after the announcement of the nominating committee's selection of officers for the ensuing year.

"After depicting in true colors and a most entertaining style the men that since the encroachment upon the reign of the red men have constituted the sparsa, widely-scattered and isolated population of the vast stretches of eastern Oregon, but who are now rapidly passing before 'civilization, development and railroad construction,' the speaker led to the question of public ownership of the railroads. He took up the strain introduced by President MacMaster in his annual report, where he stated that when the legislature was in session the chamber took the initiative in getting through for the submission of the voters of the state a constitutional amendment giving the state power to create railroad districts.

Amendment Not Needed.
The movement, he explained, had been started largely because the exigency existed especially in regard to eastern Oregon, but he could see no necessity for the adoption by the state of this amendment now with the Hill and Harman interests contending for control of the eastern Oregon business.

Colonel Wood does not see the matter in that light. He went on to explain that now is the time for the state of Oregon to get into the domain of some 33,000,000 acres of undeveloped land and secure its right of way for railroads that within the next 25 years would have an aggregate value of millions, so great that it could hardly be imagined.

"And you will have to come to it some time," he continued, "so it would be better to obtain these rights now, when the land may be had for the asking. He said the state should build and own railroads and lease them to competent railroad managers, but have the say as to how they were to be run. To illustrate that his ideas are not merely theoretical, he pointed to the Atlantic & Western owned by the state of Georgia and operated under a lease to the state for more than \$200,000 and an enhancement in value of the property to the extent of about \$12,000,000.

"That is only a small stretch of road," he said. "This is something you should think about. The question before us is which is the best way to regulate the railroad—by legislature and interstate commerce commissions and railroad commissions, or by public ownership. I would suggest that the merchants of Portland and the farmers of the state get in closer touch with each other."

Colonel E. Hofer of Salem, touched upon the same subject, saying that it might be well to keep the big stick, as he termed the proposed railroad district amendment, within easy reach because there is no telling when it might be needed. Colonel Hofer also took occasion to commend the work done by the chamber during the past year and which he said was being much appreciated by the interior of the state.

Hofer Praises Club.
He also paid a high tribute to the excellent work of the Commercial club.

He said a number of wonderful and beautiful cities are being built all along the Pacific coast, from California to Alaska, and proud of them all, he said, is the beautiful city of Portland. "Think of it," he said. "They are going to build \$1,000,000 worth of crematories on the coast to burn waste and rubbish, let alone saying what is to be done in development. And again, think, there are actually 31 railroads being built in and about the city of Portland."

President MacMaster's acceptance of the honor of reelection was followed by the introduction of General A. E. Maus, U. S. A., after a toast had been drunk to the "army." General Maus, who has charge of the department, with headquarters at Vancouver, said that civilization and nations must be backed by power. He said commerce was the life of every nation and expressed himself much impressed with the strides being made in the commercial field in this section. He paid high tribute to the National guard and urged the people to help them. He also expressed his hope that the suggestion made by J. N. Teal in regard to the urgent need for a larger force of government engineers be acted upon favorably, as he considered nothing more necessary than the improvement of the country's waterways and harbors.

Tom Richardson of the Commercial club, urged that the chamber at once set about and provide a plan to prohibit the state's resources and products second to none, and suggested that a sum of at least \$10,000 be solicited at once for that purpose. He offered to give \$100 himself towards such a fund. He believed the exhibit should be made inviting so that everybody in Portland, high and low, would find pleasure and instruction in visiting it. He suggested that the pupils of the public schools be taken in classes to see the exhibit and thus be taught something of their own state that, as they become men and women, would be of great value to them.

Reports Submitted.
The reports submitted by officers and committees of the chamber were not all read in full owing to the lateness of the hour, but they will be published in the next bulletin of the chamber. President MacMaster told of what the organization accomplished during the year and of how much space and excellent quarters had been obtained by securing the 500 square feet of space in the Commercial Club building and with which organization the chamber is now working in perfect harmony, each having its particular field and purpose.

The secretary's report and reports from the grain standard committee and the committee on rivers, harbors and navigation, as well as the transportation committee and the secretary of the transportation committee, were read and adopted. The committee on rivers and harbors showed that splendid progress is being made in deepening the channel to the sea, so that but for a short distance it now has a minimum depth of 30 feet, meaning that with comparatively little work this depth may be established as the minimum between Portland and the sea at low water.

J. N. Teal, as special committeeman to the national rivers and harbors congress at Washington, D. C., December 8, 9 and 10, brought in a most interesting report, although time did not permit its being read in full. He said the work of the rivers and harbors congress is now different from what it used to be. A few years ago a river and harbor bill carrying less than \$10,000,000 was yet a matter of life and death and the subject was generally not taken seriously, but now all is changed. It is known that no project can receive one dollar unless it has passed the scrutiny of the local engineer, the district engineer, the board of engineers and the chief of engineers before reaching congress.

Cheer Senator Chamberlain.
"I am not exaggerating," said Mr. Teal, "when I say that the speech made by Senator Chamberlain was the most enthusiastically received of any delivered at the convention. He was cheered to the echo, and for some minutes after he concluded, the applause continued. I am glad to testify in every way that Oregon and the northwest received ample recognition."

This remark was received with a storm of applause. Then Mr. Teal referred to the platform of the congress which calls for rivers and harbors bill as early as possible in the present session of congress, appropriating at least \$50,000,000 for the purpose of carrying forward, under the continuing contract system, such rivers and harbor projects, as have been heretofore entered on or finally approved.

He further emphasized the fact that in order to fully secure the benefits of waterway improvement to the shippers of the country, it is absolutely necessary that the waterways have modern terminal systems for vessels. The congress, therefore, urges upon the people, where waterway improvement is proceeding, the importance of establishing public terminals, and landing places with the most modern appliances.

Mr. Teal also called attention to the proposed amendments to the act to regulate commerce, among the salient features of which is the creation of a body to be known as the United States court of commerce.

In conclusion, Mr. Teal touched briefly upon the railroads, saying that the people of this country do not wish to impair the revenues of the railroads, they do not want to interfere with their growth, expansion and development, but want only reasonable schedules and no undue discrimination, and will be content with the judgment of an impartial tribunal properly constituted with sufficient powers to do justice to all concerned.

O. M. Clark, special committeeman accompanying the honorary commercial commissioners of Japan on their tour of the United States, spoke briefly of the trip which was most interesting. The trip covered more than 12,000 miles and was made in a special car of the cars. Mr. Clark expressed it as his opinion that the visit of the Japanese commissioners was one of the most important ever made by a foreign delegation to this country and that it is desired to have a profound effect on the future commercial and diplomatic relations between Japan and the United States.

C. T. Whitney, chairman of the committee on permanent exhibit, submitted a report showing what will be done in the future, the aim being to install one of the finest exhibits maintained anywhere.

Report on Railroads.
Herman Wittenberg, chairman of the transportation committee, submitted an interesting report on the railroad situation, touching upon facilities of present and past. He referred back to the days of 25 years ago when the chamber was a very small body, but still beginning the work that now has assumed such large proportions. He urged the wisdom of giving the Open River Transportation company every aid possible in a business way, as it meant the opening of the rivers from Lewiston to the mouth of the Columbia river. And he also took a throw at the Willamette river, which, he said, must be opened, no matter what the railroads or street-car people thought about it.

year past, and especially mentioned the late Ellis G. Hughes, who for years was one of the chamber's most ardent supporters.

Regrets for inability to attend the banquet were read from Governor Benson, Mayor Simon and Honorable George H. Williams.

Following is the report of the nominating committee composed of Chairman

C. F. Swigert, S. G. Reed and R. R. Hoge:

President, William MacMaster; vice president, F. C. Knapp; secretary, E. C. Gilman; treasurer, L. G. Tilton; trustees, Harvey Beckwith, C. E. Curry, R. L. Gibson, H. M. Koller, Ben Selling, C. T. Whitney.

The meeting last night was the most successful ever held by the chamber,

more than 300 being present. The large dining room of the Commercial club was filled to capacity.

Farmers' Phone Company Elects.
(Special Dispatch to The Journal.)
Milton, Or., Jan. 12.—The annual meeting of the Farmers Telephone company was attended by 125 farmers. A new rate was fixed at \$3.00 per annum.

Officers elected for the coming year were Lon Williams president, and W. C. Hopson secretary-treasurer.

"The best is the cheapest." Piper Heidsieck is the best chewing tobacco, mild and sweet. Try it.

Cotton mills now under construction or about to be constructed in the south represent an outlay of about \$20,000,000.

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FUR Department Clearance Sale Special Offering

Black Russian Lynx Sets **\$18.25**

Regular values to \$40.00. Set consists of large cape effect, stole and large rug muff.

Millinery Clearance Sale SPECIAL

Your Choice of Any Hat in the House **\$7.75**

Values up to \$37.50. Friday and Saturday. This offer comprises all our imported, pattern and fur hats. See window display.

Cloak and Suit Dept. Clearance Sale Offerings Four Special Racks at Big Price Reductions

<p>RACK 1—Includes Skirts, Dresses, Coats, Raincoats, regularly sold up to \$15, on sale at \$1.98</p>	<p>RACK 2—Includes Coats, Dresses, Raincoats, regularly sold up to \$25.00, on sale at \$4.65</p>	<p>RACK 3—Comprises Suits, Dresses, Evening Coats and Gowns, regularly sold up to \$35, on sale at \$7.85</p>	<p>RACK 4—High-grade Novelty Suits, Dresses, Evening Gown and Coats, sold up to \$65, \$14.85</p>
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<p>Knit Underwear, values to \$1.00 on sale at the very low price of 49c</p>	<p>Flannelette Night Gown Pajamas, values to \$2.00 on sale at 98c</p>	<p>We are closing out all Traveling Bags and Suit Cases at less than one half price.</p>	<p>Way Scarf Mufflers, reg. 50c values, on sale at the low price of 35c</p>
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No "Liquor" With Sealshipt Oysters

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All wool fabrics, dark patterns, worsteds and chevots.

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Every garment in our store must be turned into cash at once. All our women's and misses' tailor-made Suits, Coats and Dresses go at just Half the original price. Every garment is new—no old stock jobs or samples. To see them will convince you that we are offering you the best bargains ever offered in this city.

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\$20.00 Suits for **\$10.00**
\$22.50 Suits for **\$11.25**
\$30.00 Suits for **\$15.00**
\$42.50 Suits for **\$21.25**
\$50.00 Suits for **\$25.00**
\$65.00 Suits for **\$32.50**
\$75.00 Suits for **\$37.50**

Coats

\$18.50 Coats for **\$ 9.25**
\$25.00 Coats for **\$12.50**
\$32.50 Coats for **\$16.25**
\$45.00 Coats for **\$22.50**
\$55.00 Coats for **\$27.50**
\$62.50 Coats for **\$31.25**
\$72.50 Coats for **\$36.25**

All Dresses and Costumes Half Price

\$18.50 Dresses for **\$ 9.25**
\$25.00 Dresses for **\$12.50**
\$35.00 Dresses for **\$17.50**
\$82.50 Costumes for **\$41.25**
\$115.00 Costumes for **\$57.50**
\$125.00 Costumes for **\$62.50**

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Alveolar Teeth, Where Bridgework Is Impossible.

If only your front teeth are left, say three or four or more, we can replace all those that have been lost on both sides clear back, with perfect Alveolar Teeth, whilst bridgework would be impossible even if you had 8 or 10 front teeth to tie to. If you have only two back teeth on each side, say molars, we can supply all the front teeth that are missing with beautiful Alveolar Teeth. Alveolar teeth—This could not possibly be done by the bridge route. And where bridgework is possible, there is no comparison between the two. A very large percentage of our work is taking out bridgework put in by supposedly high class dentists, and replacing it with the beautiful and artistic Alveolar Teeth. And, unlike bridgework in another respect, it is practically painless. No boring or cutting into the gums, nothing to be dreaded. Now, then, prices being equal, which would you choose?

Charles F. Beckwith, a toothache, a disease given up by other dentists as incurable, is another of our specialties. We cure it absolutely. It's a boastful statement to make, but we can do anything that is possible in dentistry, and what we do is always of the very highest class. Our booklets, Alveolar Dentistry, are free. Write for one if you cannot call.

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Pleasant, Palatable, Potent, Taste Good, Do Good. Never Sicken, Weaken or Grip. 25c. 50c. Never sold in bulk. The genuine tablet stamped C. C. Guaranteed to cure or your money back. 928

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