butes \$7 Towards Getg Out License for N. W. Chapin, Newsman.

a lot nowadays about the A. Mutt. And everybody and Jeff and their disagreeured by Bud Fisher in The

with him.

a sweet faced into The Journal office, pe marked "For the Chaslipped out again before ad time to notice much more the was smilling. Inside the they found \$7 and the inscrip-A. Mutt."

himself never drew anything an this little note from this urnal reader, because it's Fisher never did a better to help this man who has ye a fight to care for himlittle children in the face of

difficulties. fund has now reached total of \$150 is needed to quarter's license to the nat Chapin, who now sells pa-Third and Morrison streets, ily built of heavy wood, how can it be lightened? Do not build the drag too long, especially if your rondway is through the long hours on his and his crutch may be able be wagon that has been given sall popeorn and pessuts in-

t by selling newspapers. Fell from a building while at Portland and so injured one t had to be amputated. His banks. Where the road is of propes width the length of the drag should be governed by the size of the team; a seven-foot drag for a span of 1200-pound horses; eight feet for a team of 1600 pounds. Nine feet would be rather long for any uncared-for road right at the beginning, im to care as best he could three little children. He's It by standing on the corner The Chapin fund will no matter how large the horses might im a chance to earn a re-ompetence. Contributions Build a drag from a cedar post or the city editor of Th end of a telephone pole, measuring 10 to 12 inches in diameter, or from some other light timber log. Use a plank as a

nd now stands reported (up to yes-********************** **ENOCRATS WILL** CONFER JAN.

is issued for important **Conference of Demos in**



months' work, as the road grows level any circumstances a certain amount of afternoon at 4 o'clock, the p and hard, you will find it wise to put 3 experience can be obtained. Ordinarily, ceeded westward at 8 o'clock,

THE ORIGON SUNDAY JOURNAL, PORTLAND, SUMPAY MONNING, NOVEMBER 20, 1816.

GENTS SAY HOUSE

on is repared will become insurgent gainst his rule and a divided Democ-acy in the house scens assured. Both adical and reactionary Democrats will

REAR ADMIRAL EVANS AGAIN BOUND WESTWARD

(By the International News Service.) Chicago, Nov. 19.—Rear Admiral Rob-ley 'D. Evans, together with other ef-ficers of the California Consolidated Oil company, of which he is presi-dent, and some eastern and foreign capitalists en route to California to inspect the properties of the company, passed through Chicago today. Arriving this afternoon at 4 o'clock, the party pro-

Canneryman Would Have, Con gress Appropriate Money to

RIVER RESTOCKED

Increase the Output.

Congress will be urged to appropriate sum annually for five years for re-tooking the Columbia river with sale mon with a view of at least doublin the cannery output, which now is said to amount to about 575,000 cases, each year and bringing to the state about \$5,000,000 = year.

M. J. Kinney, ploneer cannerymat and timber owner in the Columbia rive district is champion of the movement and he brought it before the meeting

five years. He stated that the question was a momentous one that should be given immediate attuntion and asked

weighing live points and one ounce. To potatoos were planted late in May an the first of June and dry farmin methods were followed by the India boys under the direction of John West by, the school gardenet. ---

Alturas Man Digs on Train, (Salam Bureau of The Journal.) Salam, Or., Nov. 18.—The remains of

district is commpton of the meeting and he brought it before the meeting yesterday of the Oregon and Washing-ton Lumber Manufacturers' association and secured its indorsement. Mr. Kinney explained that if a sum of say \$100,000 be appropriated annu-ally for five years the output of Co-lumbia river salmon could be doubled so that at the end of the five year period the annual catch would run 1,000,000 cases instead of 575,000, the annual average for the past five years. He stated that the quastion five years. He stated that the quastion and where the physicians him well enough to travel

The Event of the Season

We are offering for three days of this week a grand col-lection of tailored suits, cloth and silk dresses, of values up to \$35, at the one uniform price. The opportunity to outfit your wife for Thanksgiving for very little-money. A three days' special sale

Monday, Tuesday and Wednesday



Washington.

Nov. 19.-- A meeting of 1912 will sd today for a meetocrats in the inder the auspices of the cratic League of Clubs. r issued by President Wiled in the interest of Pres-

e executive board of the league Wilson, New Jersey; Gov-S. Marshall, Indiana; Gov-Harmon, Ohio; Hoke orgia; Governor Shaffroth, L. Crothers, Maryland; Idahe; Governor Shallen ska; John W. Kern, In-Francis and Joseph ri; J. E. McInerney, Ken-

iggs, Montana; J. H. Island; John Finch, Misnator Representatives York; Robert S. Hudseth, ey; J. Ham Lewis, Illinois, and J. Lewis, Ohio,



Flattering mention is given to the Life & Trust company, with in the new Spalding building. Mercantile and Financial Times, ant issue. In this notice atten-malled to the fact that the time when investors in insurance ather see their investments go munity in which they live. then called to the Colum-Trust company, and its doing business.

points out that the sucnew company, which was about four and a half years both to the excellence of its and to the liberality of The company bas ination policy which in ordinary limited payment and policies of the older comnother point that is mentioned fact that the great majority of s of the new company are young on reduces the mortality.

at strength and stability of Life & Trust company is sted by the figures contained annual, statement, bearing January 1, 1910," says the arti-on that date the total admitted nted to \$298,887, while the luded a legal reserve on of \$56,391, capital stock of funds (surplus) of rs of \$241,798. During the the interest, income to \$13,655. he interest, income 10 \$13,500, urance was written to the of \$1,349,631, the total insur-force on December 31 heing \$2,-During the year the following took place: Interest income im income, \$24,522; sur-holders, \$99,284; admitted 124,161; new insurance written 7,031; and insurance in force, 1957. The capital stock was increased 100,000 to \$200,000 during 1909. cribed for ders at a sub-During the present in assets and business, an annets of probably \$125,000 \$3,500,000 of business in

be brought up behind the first. Allow six inches between the ditch end of the front slab and the hole in the ditch and of the tront slab; mark and hore the three holes. Thus, when they are pinned together, the ditch end of the front slab will project some 16 inches further toward the ditch than the rear slab. Now prepare the stakes to join the slabs. I prefer stakes cut from an osage hedge, shout 3% inches through. If a hedge is not convenient, rip some pieces out of a 3-inch oak plank; full two inches square is sufficient. Shave the the stakes and allo the slabs on to show the place where fited You mare no

heavy, if it needs to be heavy for some special occasion. But if a drag is heav-

rather narrow or runs between high

Split the post or log and select the heavier and sounder slab for the front of the drag. Find a point about four inches from the end of this slab, the end that is to travel in the middle of

hole at right angles to the face of the slab and in its center. Then 22 inches

from the other end of the slab bore another two-inch hole in the same man-

ner. Now, half way between these two holes bors a third, getting the three in line with each other and in the getmer

ught up behind the first. Allow

of the slab. The other slab may

the road, and bors a two-h

banks

last resort.

wedge the stakes into the front slab. Don't laugh when I caution you to split the stakes and drive the wedges at right angles to the grain of the slab. When you laugh you prove you need no caution But I have heard of men who split the slab for lack of knowl-edge or the caution. Drive the rear slab on the stakes 2

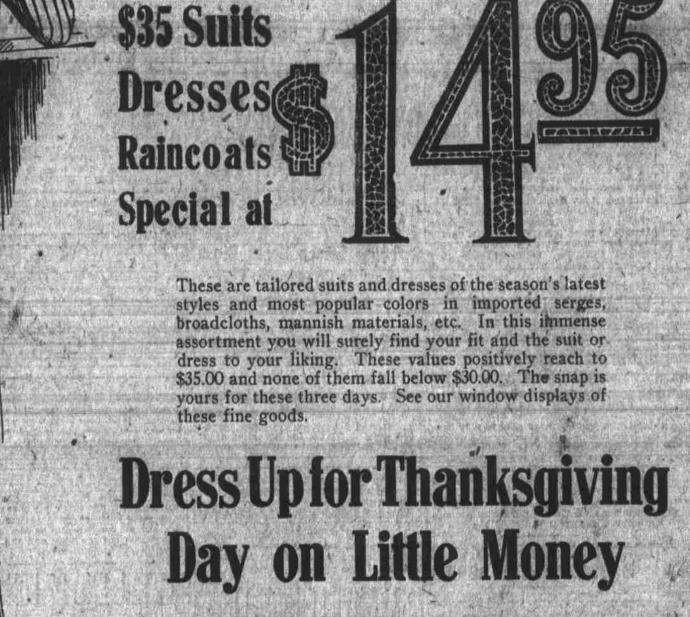
sponds to the League of Ro-ibs which John Hays Ham-d in the interest of Ham-of the brace down within an interest of the ground and well out to the end of the front slab. Notch it in; drive the rear slab back to the marks, catching the brace, and then wedge the stakes securely. If this is well done the will never escape. At the front side saw the ends of the stakes off flush with the slab; at the rear allow the pro jecting ends to remain. Their presen at the rear will serve two purpos They will answer, without words, the question of how the slabs are fastened togethar. And they come very handy at times when you wish to lift the drag. Make a platform of inch boards to drop between the slabs, on which the driver may stand. Nall the boards to cleats, being mindful to arrange the cleats so that they will not interfere with the cross-stakes of the drag. Cut with the cross-stakes of the drag. Cut the cleats about an inch shorter than the places they are to fit and null the boards half an inch from the ends of the cleats. Use at least three boards and space them an inch apart, so that the earth, which at times is likely to plie up against the front slab and fall back on the platform, can readily slft through. Otherwise there will come occasions when you will be obliged to

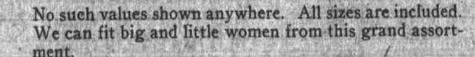
occasions when you will be obliged to lift the platform to dump it. Next bore a 11/2 inch hole close

the ditch end of the front slab and in the center of it. Get this hole within an inch of the end of the slab if the wood is sound and tough. Secure a trace chain, regulation length, and 10 feet of No. 9 smooth wire. Pass the wire around the stake that is at the middle of the road end of the drag. Pass the wire around this stake twice through the round ring found at the end of the trace chain; then the Slip a twisted snatch link onto the chain; pass the free end of the chain through



are deaf perfected to such a degree you are STOLZ ELECTROPEONE CO.





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& SONS



First & Yambill

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35c a pair, on special sale here. Monday, Tuesday and Wednesday at this sensational price—

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fitted with pockets and coin purse; large size, gilt trimmings, jewel settings in many of them—bags worth \$2.00 and \$2.50; spe-cial Monday, Tuesday and Wednesday at only

