

PACIFIC HIGHWAY IN OREGON UP TO GOOD ROADS MEN

Committee of Seven Declares Campaign Shall Be Only in Conjunction With Existing Oregon Association.

Chosen from as widely divergent interests as possible, a Committee of Seven was appointed last night to aid the good roads cause and the Oregon Good Roads association in working toward the construction of a north and south highway in Oregon.

Good roads enthusiasts from the Willamette valley, Washington and Portland were at the meeting in the Commercial club. Immediately after the general session a meeting of the Committee of Seven was called by its chairman, Phil S. Bates. It was agreed then that no campaign independent of the Oregon Good Roads association should be instituted for the making of the Pacific highway in Oregon, and that, first of all, every possible influence should be exerted to secure the passage of the five good roads bills upon which the success of the Oregon good roads campaign is conceded now to hinge.

W. C. Bristol presided over last night's meeting. John S. Beall explained that as Multnomah county vice president of the Oregon Automobile association, he had called the meeting to consider the Oregon section of the Pacific highway. It was stated that the Portland Automobile club had just raised \$400 for the support of the work and that others interested might do as much. A letter from A. E. Todd, secretary of the Victoria Board of Trade, was read. Mr. Todd stated that the Pacific highway in Canada had been approved by the government and would be built as fast as possible. The work of actual construction in Washington was described. County Judge T. J. Cleeton spoke enthusiastically in favor of the north and south road, saying it would be a grand plan for the country both because of its scenic and commercial advantages. "It must be the people's highway," said Judge Cleeton. "Gain popular favor and the people will gladly support the road's construction by general taxation."

As an Asset for Oregon.

J. A. Perry of Spokane, ex-secretary of the Good Roads association in Washington, declared the north and south highway would be, when constructed, one of Oregon's greatest advertising and development assets. Every town through which the road would pass would be advertised; every adjacent acre would be enhanced in value, said Mr. Perry. The building of such a road, he insisted, would bring to Portland all the trade to the southern border of the state, while on the north, Portland could properly expect to get the business of all the area between it and Olympia.

W. C. Bristol declared that just now the roads about Portland are better than any of the widely advertised California roads. "They take a bucket of sand, a little water and \$400 worth of advertising and make an orange grove; they take the advertising alone and make roads in California," said Mr. Bristol.

H. Wempe suggested that a new organization would not do so much good as a plan for putting new life into old organizations. In accordance with his suggestion, the exerting of a reviving influence will be one of the prominent duties of the Committee of Seven.

Dr. Andrew C. Smith, president of the Oregon Good Roads association, declared his favor for the trans-state highway and said one of the results of the work done by the good roads association would be its building.

Phil S. Bates spoke with great earnestness concerning the need of lining up solidly all Oregon citizens who favor good roads to secure the passage of good roads legislation.

Convict Labor Might Do It.

The feasibility of permitting the Oregon Good Roads association to accept the construction of the north and south highway as one of its duties was discussed by H. M. Covey. J. A. Jefferson of Salem, declared that as soon as convict labor was put on the roads they would be built and built well.

Illustrative of the belief in the practicability of the road held by prominent Oregon citizens, John S. Beall reported a message he had received during the evening from C. S. Jackson, who said he would duplicate the contribution of any other citizen toward its construction.

The committee named last night consists of the following men: Phil S. Bates, John S. Beall, Dr. Andrew C. Smith, E. H. Wempe, H. M. Covey, Frank C. Riggs and Marshall N. Dana. As chairman of the meeting, W. C. Bristol will act with the committee, whose next meeting is called in conjunction with the meeting of the Oregon Good Roads association on the sixth floor of the Beck building next Tuesday evening.

GUSTAV SIMON NOT DANGEROUSLY INJURED

Gustav Simon, of the M. Gunst Cigar company, who was painfully hurt by a fall at the Concordia club, on the evening of December 31, is reported progressing favorably. Beyond a number of severe bruises Mr. Simon was found not badly injured. His physician expects he will be out in a few days.

IMPORTANT CHANGES

Train Service on the O. W. R. & N. Co. Sunday, January 8, 1911. Important changes in train service on the O. W. R. & N. will be made.

The Spokane Flyer will be discontinued and instead will be known as the "Walla Walla local," running between Portland and Walla Walla only, leaving Portland at 11 p. m., arriving in Walla Walla at 7 a. m. next morning. Returning will leave Walla Walla at 12:10 a. m. and arrive in Portland at 8:15 a. m. This train will carry standard sleeper and day coaches.

SEID BACK'S LETTER VEXES TRANSLATORS OF PIDGIN ENGLISH

Assistant United States District Attorney Walter H. Evans is contemplating holding a prize competition for students of "Pidgin English," in an effort to secure a translation of a New Year's card he and Mrs. Evans have just received. The card was sent from Hongkong, and wished the Evanses a merry Christmas and Happy New Year from Seid Back, or Seid Gain, as his real name is. Gain, who is a graduate of the Hill Military academy, and is well known here, is in China studying the Chinese language. On the back of the card he sent is the following verse that has caused Mr. Evans more worry than who stole the Humboldt's gold:

"Kiama chop chop come Massa cumshao large sum,
Year luck, myshamse drink. New Year good pidgin bring.
This time jolly day China cussum good thing say.
My chin joes alla long Makee you happy and strong large chance make dollar too much.
Alla true talk No blong jokee."

CHURCHGOERS TO HEAR GIRL NATIVE OF AFRICA

A girl native of Africa, who was picked up when 2 years old by an Oregon missionary and has been educated to return to her people as a missionary, will speak in Portland tomorrow. At 11 o'clock she will speak at Centenary M. E. church; before the Epworth League at Taylor Street M. E. church, at 8:30 o'clock, and at the African M. E. Zion church in the evening. Monday afternoon a reception will be given the girl, who is Miss Diana Abralla McNeil, by the missionary societies of the Methodist churches of the city at the Grace M. E. church.

Miss Lizzie McNeil Buckwalter of Oregon, who went into Africa as a missionary 20 years ago, became interested in the girl when she first went among the negroes. With the aid of the parent board of the missionary branch of the Methodist church Mrs. Buckwalter educated the girl, who recently was graduated from the University of California. Miss McNeil is a guest of Mrs. Virginia Patterson, 587 East Morrison

FLAX COMMITTEE IS ABOUT TO ORGANIZE

The five members of the committee of flax enthusiasts, appointed to investigate the feasibility of building a flax mill in Oregon, will meet early next week in the office of Dr. E. A. Pierce, in the Corbett building, to organize its work. The committee was appointed at a meeting held at the Commercial club by a number of persons who for years have tried to interest the farmers of Oregon in the cultivation of the plant fiber.

Time and time again efforts have been made to promote the interest of the farmers of the growing of flax. All were failures, but now those who believe in Oregon's future as a flax growing community, say they are on the right track. Especially will the committee consider the practicability of getting a mill erected to cost from \$100,000 to \$150,000. It will report on the proposition of capitalists as regards investing in such a plant.

Oregon's climate is said to be especially favorable to the cultivation of flax. Its soil is well adapted. Enthusiasts see no reason why Oregon should not undertake a pursuit that has proved most lucrative in other quarters of the globe.

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FERRY NEEDS REPAIRS BEFORE IT IS BOUGHT

With new boilers installed in the ferry at St. Johns, Matt Welch reported to the county court yesterday that the county could take it over and run it with some degree of safety. The business men of St. Johns want the county to operate the boat. The transportation company which owns the ferry has refused to repair it or arrange better service and the county cannot take charge of the boat until it is in good shape. Mr. Welch recently inspected the ferry and reported it in bad condition and another inspection was given yesterday. A number of business men at St. Johns have agreed to buy the boat, providing the county court will operate it. The county court will recommend that new boilers be installed and the other repairs made.

New York city members of the International Wood Carvers' union are trying to obtain a 44 hour week.

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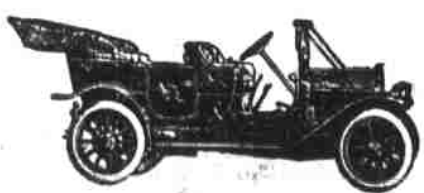
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Beat Los Angeles to San Francisco record by one hour and fifty-six minutes and cut six hours and twenty-three minutes off round-trip record. Did an average of better than thirty miles per hour over country roads and mountain grades for 974 miles. Read the following message from the Cadillac dealer at Los Angeles:

Los Angeles, Cal., Dec. 22, 1910.

Cadillac Motor Car Co., Detroit, Mich.—

Cadillac Thirty today completed most sensational record run ever made on coast. Beat Los Angeles to San Francisco record by one hour and fifty-six minutes and cut six hours and twenty-three minutes off round-trip record. Left 5 a. m. Wednesday, reached San Francisco 7:49 p. m. The distance is 487 miles over six mountain ranges. Best previous record made by six-sixty Thomas, driven by best racing driver on coast. Also beat time of fastest night flyer on railroads. Stopped only eleven minutes, and without going to any garage started on return trip, completing 974 miles in thirty-two hours and thirty-five minutes. This is the most coveted record in the west, and during past year fully twenty attempts have been made to break the one-way record. The rough roads and stiff mountain grades racked these cars to pieces before they had completed half the run made by our Cadillac. The car was a stock demi-tonneau model, with its full equipment of lamps and fenders. It carried four passengers all the way. This road champion was in such perfect condition when it finished here today that we decided to immediately start it on a six-day non-stop run without even going in the garage. We did this to demonstrate conclusively to the public that the Cadillac could not only accomplish what no other car of any horsepower or price had been able to do, but after this thousand miles of the most terrific road strain to which a car could be subjected was in condition to continue running for six days without a single adjustment or repair. Parade of enthusiastic Cadillac owners followed arrival of record-breaker. Greatest reception ever given an automobile and its crew in the west. California motoring public amazed at this wonderful record. Accept my congratulation for building America's greatest road car.

DON LEE, Cadillac Agent.

Covey Motor Car Company

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