

ROAD TOWNS ARE SHOWN PORTLAND BOOSTING SYSTEM

Must Help Themselves, Not Lean on Nature, They Are Told—Oregon Development League to Be Paralleled.

(Staff Correspondent.)
Lewiston, Idaho, Nov. 7.—A great development league session convened yesterday afternoon in Elder's temple, with delegates present from nearly every place of consequence in the territory. Men representing towns that had never felt the effect of electricity came hundreds of miles to receive their first lesson in country developing from such experts as C. C. Chapman, manager of the Portland Commercial club, and the business men whose Chapman succeeded, Tom Richardson, hard-headed business man and railroad giant supplemented the pointers thrown right and left by the professional organizers with stories of the great work being carried on in Oregon and parts of Washington.

Much of the "burrah" method of introducing the delegates was omitted and the Portlanders settled down to the business of educating the road-towns with genuine enthusiasm. Every one of the 55 delegates from the Boise city was in the convention hall from the opening until the closing tap of the gavel.

Messages from the railroads, Senator Henry Hatfield, president of the Lewiston Commercial club, presided and opened the convention by reading a number of messages from prominent railroad officials in different parts of the country regretting their inability to attend. Howard Elliott, president of the Northern Pacific, wired encouragement from Rochester, Minn., and Louis W. Hill, president of the Great Northern, sent his congratulations in a similar way. R. B. Miller of Pullman, W. M. Cleland of St. Paul, and H. C. Nutt of Tacoma, also wired their pleasure at the thorough organization and hearty cooperation that was apparent in the Lewiston convention. J. F. O'Brien, vice president and general manager of the O-W. R. & N. company, sent this message:

"Please accept my congratulations on the wonderful development of your city and the surrounding country, which is largely due to the untiring efforts of your organization, also my wishes for your continued growth and success. The interest of the public and the railroads in the upbuilding of various communities of the northwest is identical."

Portland and Publicity.
After E. L. Thompson had informed the delegates that the Portland excursion was the largest that had ever gone out of the Oregon metropolis, W. F. Burrill of Portland, president of the Lewiston Orchard company, detailed the early efforts of Portland to persuade immigrants to settle in the country. He referred to the immense amount of work carried on by Tom Richardson, manager of the Portland Commercial club, and then introduced the latter. Richardson made one of his old time ringing speeches, referring briefly to the growth of publicity had increased its population. Richardson explained in detail the work that will be carried on in the Idaho-Washington campaign, which parallels the early Oregon situation.

Those Who Help Themselves.
Lewiston has \$25,000 for promotion work and Richardson asserted that the people were ready to quit "leaning on God, the open river and wonderful resources" and had come to a realization that organized and persistent effort is necessary to advance the country. That the inland people are willing to provide whatever financial means is within their power as well as to lend their moral support was shown in the subscription of the special train, besides \$50 inhabitants gave 1-25 of the entire sum donated to boost the country.

Train Costs \$5000 Cash.
C. C. Chapman followed Richardson with an earnest appeal for harmony and hard work in pushing the promotion of the country along to the end. He had incidentally mentioned the thorough organization of the commercial clubs of the Beaver state as a criterion for the young Idaho and Washington boosters, and started in passing to the accomplishment of the southwest Washington league in its reclamation of the logged-off land and insisted that organized effort could accomplish almost anything. As an indication of the interest he is maintaining in Lewiston's fight for colonies, Chapman announced that the 99 Portland business men who constituted the trade excursion had paid \$5000 in cold cash for the special train, besides sustaining the loss of business their absence imposed.

Last night the Lewiston Commercial club entertained the visiting delegates with a smoker at which speeches, jokes and stunts were in order. The Elder temple was filled to overflowing. Among those who made speeches for the delectation of the natives were: Carl R. Gray, president of the North Bank road; C. S. Jackson, William McMurray, Addison Bennett, A. D. Charlton, H. L. Pittock, John F. Carroll and J. Fred Larson.

MEASURE AIMED AT GRILLROOM PATRONS
Councilman John H. Burgard believes the passage of an ordinance to be presented by him to the council tomorrow will greatly minimize the immoral influence of grills that sell liquor with meals.

The measure forbids persons under 21 years of age to enter a grill without being accompanied by mother, father or, in the case of girls, husband.
For violations of the ordinance a penalty of \$250 fine or 90 days in jail is provided. The ordinance further provides a penalty for any falsification made by any person as to his or her age and an additional penalty for any one falsely swearing that he or she is the father, mother or husband of a minor.
Hitherto the law has permitted girls under 21 years to visit liquor selling grills unchaperoned, provided they were 15 years of age or over.

Putnam to Leave Hospital.
San Francisco, Nov. 7.—Arthur Putnam, the California sculptor, who has undergone two operations for brain trouble at St. Francis hospital here, will leave the institution for his home in another week, authorities there declared today. He will, however, be partially paralyzed.

PORTLAND SPECIAL TRAIN OF 99 MAKES GREAT HIT AT DEVELOPMENT MEETING



—Photos by G. R. Crook.

Portlanders just after train pulled in at Lewiston depot; visitors in autos on way to view orchards of Lewiston and Clarkston.

HARMATTAN WILL LEAVE HERE WITH CARGO FOR EUROPE

Tramp Steamer Takes Cargo of Lumber and Tallow Valued at \$134,520—Celtic King is Coming.

For the first time in many months a regular liner will leave this harbor with cargo for Europe when the British steamer Harmattan of the Maple Leaf line sails tonight or tomorrow morning for Great Britain by way of San Francisco.

The big tramp cleared today with 160,923 bushels of wheat valued at \$128,566, destined for Belfast; 200 tonnes of tallow weighing 71,640 pounds, valued at \$4,114, for Dunkirk, and 75 tonnes of tallow weighing 26,515 pounds, valued at \$1,810, for Avonmouth. The total value of the cargo is \$134,520. From here she will proceed to San Francisco to complete her cargo with merchandise for Santa Rosalia, where she will replace the merchandise with copper ore for Europe.

Following the Harmattan on the Maple Leaf line will be the British steamer Celtic King, which is expected to arrive here in about 10 days or two weeks. She is now at San Francisco, where she put in with her bunker coal on fire. She is expected to proceed to Vancouver, B. C., the latter part of the week to discharge cargo from New York.

LIVE WIRES TALK DOCK

Facilities for Independent Line Considered at Oregon City.

(Special to The Journal.)
Oregon City, Or., Nov. 7.—The Live Wires of the Commercial club at the weekly luncheon today are considering the building of a dock for the independent steamer line which it is proposed to establish between this city and Portland. The city council will probably be urged to aid in building the dock. It has been suggested that the dock be built between Eleventh and Twelfth streets, with entrances and exits on both streets. The Live Wires also will discuss the proposition of E. C. Nielsen to establish a creamery. Mr. Nielsen is a native of Denmark, and has had 25 years of experience in the creamery business. He says he will enter the creamery business here if he is assured of enough milk to keep his plant in continuous operation and that the grocers will handle his product.

WILL SOON LAUNCH BOAT

Simpson Lumber Company's New Carrier Will Take 800,000 Feet.

(Special to The Journal.)
North Bend, Or., Nov. 7.—The new steam schooner for the Simpson Lumber company, which is being built at the Kruse & Banks shop yards at North Bend, will be ready to launch the latter part of this month. She will be a little over 200 feet long and is the largest steam lumber carrier yet built on Coos bay. Several others, however, were but a few feet shorter. The new vessel will be a fast one and will carry about 900,000 feet of lumber. She will be used in carrying lumber from the Simpson mills on Coos bay.

ALONG THE WATERFRONT

With the barge Nehalem in tow, laden with grain, the tug George R.

Vosburg, Captain Borvik, left down the river this morning bound for Nehalem. This is her first trip in over a month. Carrying passengers and general freight, the steamer Breakwater, Captain Macgeen, is scheduled to sail tonight for Coos Bay.

The lighthouse tender Heather has been harpoured at Coos Bay since last Friday, according to information received by Inspector H. L. Peck, and has been unable to get out to do any work on account of the rough weather. Captain W. H. Robinson, master of



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MATT J. JOHNSON CO. Saint Paul, Minn.

The ferryboat Leland R. Webster, has sailed for an all night on the lower end of Montgomery dam No. 2, according to a report to the harbormaster.

Reports from La Center state that John Stead is building a steamboat hull with gas power for New & Brown, to operate on the Lewis river. It will be 45 feet long, 15 feet beam and 5 feet depth of hull, and is expected to run on 8 inches of water.

Captain Thomson, master of the steamer George W. Elder, which arrived at 2 o'clock last night from San Diego and was reported that for 14 hours after leaving San Francisco the vessel was in the stiffest northwest that he has seen at this time of the year. The Elder made the trip up the river from Astoria in 15 hours.

United States drill crew No. 2 is to come down from the Snake river to Hevly Rapids today to work and Captain Winslow of the Unatilla will probably go down there. The Unatilla will remain at the John Day rapids. The Wallows will be launched from the ways at Riparia, Thursday or Friday.

Two steam schooners which are well known have changed hands at San Francisco, according to reports from that place. The steamer Tommie R. Dorr has been sold by P. L. Transportation company to the Hoke-Hampton Lumber company, and the steamer Nehalem has been bought by the same company from the Hammond Lumber company.

NEW BOAT ON COQUILLE

Water Service From Bendon to Coquille Reestablishes Car Line.

(Special to The Journal.)
Coquille, Or., Nov. 7.—The new freight steamer Maple has been put on the run between Bendon and Coquille on the Coquille river. The boat is owned by Fenter Bros. She is 54 feet long and

carries 90 tons of freight. Increase in traffic on the river made room for her. A dozen boats are now running in the regular passenger and freight trade on the Coquille river between the county seat and Bendon and all are doing business. Much boat makes two trips each way every day so that the service on the river is nearly as frequent as on a carline.

Caught Peddling Opium

A Chinaman named How was captured at 2 o'clock this morning by customs officials selling contraband opium at Second street and was taken to the district attorney's office this morning, where a charge was placed against him. How has not only been added to his own countrymen, but to white people, ever the customs officials acting in the capacity of a retailer. When captured he had three cases of contraband opium, a package of vasoline, sealed for weighing it out and cards upon which to deliver it.

MAHINE NOTES

Astoria, Nov. 7.—Left up at 2:15 p. m. steamer Fairhaven. Arrived down last night, schooner Schomae. Sailed at 8 a. m. steamer Yellowstone, for San Francisco via Hoquiam. Arrived at 11 a. m. steamer Maverick, from San Francisco.

Monterey, Nov. 7.—Sailed at 2 p. m. steamer J. A. Chastain for Astoria. Arrived at 11 p. m. steamer Fairhaven, from San Francisco. Point Reyes, Nov. 7.—Passed at 8 a. m. steamer Opium, from Portland, for Port San Luis.

San Francisco, Nov. 4.—Arrived at 1 p. m. steamer Bear, from San Pedro. Sailed at 1:30 p. m. steamer Olean & Mahony, for Portland; at 3 p. m. steamer Catalina; at 5 p. m. steamer Wash-

ton; at 8 p. m. steamer Olean, for Portland.
Shasta, Nov. 6.—Sailed, 10:30 a. m. for Astoria, via Portland.
San Pedro, Nov. 4.—Arrived, steamer Astoria, from Columbia river; steamer Rosabelle, from Portland; steamer Astoria, Nov. 7.—Condition of the mouth of the river at 8 a. m. moderate; wind southeast 12 miles; weather, cloudy.
Flows at Astoria, Wednesday: High water, 1:03 a. m.; 11 feet; 1:30 p. m.; 2.1 feet; low water, 7:44 a. m.; 2.3 feet; 2:08 p. m.; 1.4 feet.

Suspended for Crime Signaling.
Captain J. E. Copeland, master of the Columbia Contract company's tug Daniel Kern, had his license suspended for five days from today, after a hearing before United States Inspector Edwards and Fuller this morning, for violation of the pilot rules in giving a cross signal to the steamer George W. Elder on October 11 at Falls Light, 12 miles below Portland. As a result of the cross signal the Elder went aground. The charges were preferred by Captain Thomson, master of the Elder.

As this is the first offense of the kind that has come before the inspectors for a long time the sentence given was light, more as a warning to others. Inspector Edwards and Fuller state, however, that if it has come to their notice that cross signaling is becoming quite prevalent on the river and they are getting to endeavor to stop it. Any complaint made to them against a master or pilot will be investigated and if proven the master's or pilot's license will be suspended or revoked. They say that the signals must be given and answered promptly as the law provides and in no other way.

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