

WOMEN'S CLUBS

Edited by Mrs. Sarah A. Evans

ONE of the greatest woman movements in the history of the world is the erection of a suitable memorial to the men who went down with the Titanic. It was a disaster that moved the world with scarcely a community in this country that did not mourn the loss of some hero who stepped aside that women and children might be saved. There could be nothing more commendable or more just than that American women should raise such a monument to their memories that in the ages to come the story of their heroism may be told over and over again, and never be allowed to pass from the world's history.

Recently were the details of the horrible catastrophe known before the woman of the country as with one impulse, put in motion the machinery for such a monument. The Woman's Titanic Memorial was formulated with offices in the Union Trust building of New York and with Mrs. John Hay, widow of the former secretary of state as chairman, and Mrs. John Hays Hammond, the wife of the mining millionaire, as secretary.

The first step taken by the few women who met to inaugurate the movement was to appoint a committee of 100. This committee contains the names of many of America's most prominent women, women prominent not alone for wealth and social position, but for the services they have rendered to humanity. All the great national organizations of women are recognized by having their presidents and vice-presidents as members. Mrs. C. M. Davis, national president of the Woman's Relief Corps of the United States, is one of the women of the committee, but the club women of the United States are strongly represented by such names as Mrs. Philip Moore, Mrs. Sarah Platt Becket, Mrs. Rudolph Blankenburg, Miss Mary J. Hay, Miss Lizzie W. Law, Miss Sadie American and many others, the presidents of many of the great women's colleges and the wives of several of the presidents of great universities also have a place—in short, it is a most representative list of women.

The next step after forming the committee was to send out in one letter to every part of the land asking for dollar subscriptions. From these letters already most satisfactory results have been gotten, many subscribing in much larger than one dollar sums. Mrs. Taft was the first and the largest contributor.

It was decided at an early meeting that whatever the nature of the memorial decided upon it should be placed at Washington as the disaster was a national one, and the aim was to make the memorial a national expression. The most important feature now before the committee is to have congress contribute an appropriate site. No trouble is anticipated in this direction, however, as the congress will gladly contribute whatever site the committee decide upon. The memorial will be a magnificent piece of architecture in the form of a building or arch, and in size and construction commensurate with the contributions from the women of the country. Many plans and scores of designs have been submitted from the artists, sculptors and architects, not only of America but from France, England and other countries. Charles Dana Gibson, a friend of Mrs. Hammond, has submitted a very beautiful memorial design.

A particularly strong appeal is made to the club women of the country to assist with this memorial, and it is said they are more active in its support than any other class of women.

The president of the Oregon Federation has been appealed to bring the matter before the club women of the state, and it is sincerely hoped our state will not be slow to respond. One of Oregon's best citizens, Frank Wagoner, was one of the Titanic heroes, this memorial is designed to honor several Oregon club women suffered through the loss of relatives or friends, also numbered among the dead, and it is asked, and hoped that the response from this state will be most generous.

Contributions should be sent to "Woman's Titanic Memorial," Union Trust Building, Washington, D. C. Edward J. Stebbins, president of the Union Trust company, is the treasurer, George X. McManahan the legal adviser.

LAST evening a goodly number of Oregon women joined the exodus to California to attend the eleventh biennial convention of the General Federation of Women's Clubs. It is a great satisfaction to know that Oregon's delegation will be almost full, for at one time it appeared as if this, the nearest and most closely allied state to the hostess state would be very meagerly represented. But the call of the convention was too strong as the time drew near, and on the Shasta limited Saturday evening were Mrs. William Fear, Mrs.

PIMPLES BEGAN TO ITCH AND BURN
Got Thick and Broke Out Into Little Sores, Tried Cuticura Soap and Ointment. Completely Cured.

Davenport, Wash.—"Two years ago I had sores on my face. At first there were only a few small red pimples and I did not pay any attention to them, but at last they got so thick and they started to itch and burn so that sometimes I thought I never would be able to stand it. After two months the pimples broke out into little sores. Then my sister told me to try Cuticura Soap and Ointment. After using them two months she was cured completely and now her skin is clear." (Signed) Mrs. G. Hoehn, Sept. 29, 1911.

BABY'S FACE ALL SCALES
Itching Was Terrible. She Could Not Sleep.
137 Coffey St., Brooklyn, N. Y.—"My baby's face, back and arms became all scales and the itching was terrible. She would scratch until it was bleeding and a mass of sores. She could not sleep and I had to walk the floor with her night after night. I decided to try Cuticura Soap and Ointment. After using them two months she was cured completely and now her skin is clear." (Signed) Mrs. W. C. Hoehn, Sept. 29, 1911.

WHEN THE AUTHORITIES IN CHICAGO put a woman in charge of the street cleaning in the largest and dirtiest ward of that city, there is a suspicion that they did so with the idea that she would resign. Instead of that, however, she made a success of what men had failed to even mitigate and as a result of applying the most obvious or household methods to her work, she has gained the commendation of all who know of her fight against conditions most discouraging. In an article upon the subject a leading magazine concludes, "Judged by the standard that this lady has set, after a year of effort, the municipal housewife has come to stay."

Those Who Woo the Muses Are Numerous in Cottage Grove



Top row, left to right—Eva Craven Wheeler, reader and lecturer (photo by Armstrong); Esther Silby, vocalist, pianist and choir director; Mrs. James Hemenway, elocutionist (photo by Armstrong). Second row—Eunice Van Denburg, reader and impersonator; Armorer Sutchliffe, pianist; Mrs. J. N. Waterhouse, vocalist. Bottom row—J. N. Waterhouse, organist; Ora Reed Hemenway, Shakespeare reader; G. E. Wood, violinist and bandmaster.

(Special to The Journal.) Cottage Grove, Or., June 22.—Cottage Grove lays claim to being the center of culture of the upper Willamette as a result of the entertainments of the past season given by local talent, prominent among these being the Enterprize club's appearances and sacred music recitals under the direction of Miss

Esther Silby and organ recitals under direction of J. N. Waterhouse. It is doubtful whether any city on the coast the size of Cottage Grove can boast so many artists and it is an asset that means much to the city.

In addition to those already named and their pupils to the number of fully 50, others who have shown exceptional ability in the entertainments of the past season, are Eunice Van Denburg, in reading and impersonation; Ora Reed Hemenway, Shakespearean reader; Mrs. James Hemenway, elocutionist; Armorer Sutchliffe, pianist; Mrs. Robert Sutchliffe, pianist; Mrs. George Kerr, pianist; Mrs. J. N. Waterhouse, vocalist; G. E. Wood, violinist and band master, and Eva Craven Wheeler, reader, impersonator and lecturer.

the Golden Gate city at the time of the Pacific Highway convention. A personal canvass will be made of the Portland club to increase this number and there is no doubt but what more members than have already signified their intention of going will be on hand to join the northern delegations that motor southward.

FORMER GOVERNOR TO ASSIST CAUSE
J. N. Gillette of California to Speak at Highway Convention.

San Francisco, June 22.—Former Governor J. N. Gillette of California will address the Annual Pacific Highway convention to be held this year in San Francisco on August 5-6 and 7. Ex-Governor Gillette will be the principal speaker of the afternoon session of August 6. To California's former governor must be given the credit for the successful culmination of the \$18,000,000 bond issue, which is now being expended for a system of highways covering the entire commonwealth. In the face of powerful objection, Governor Gillette presented the matters of the bond issue so clearly and concisely to the voters that they emphatically put their seal of approval upon this important public enterprise. The result has already been that California has had publicity throughout the entire world, that would cost hundreds of thousands of dollars to secure in any other way.

In view of the fact that such effective practical results have been secured by the former chief executive, his address will be full of practical suggestions that will be greatly appreciated by all the delegates attending the convention. The officials of the association have been practically assured that the Honorable Thomas Taylor, minister of public works of British Columbia, will attend the convention. His present plans are to go by train to San Francisco instead of motor over the Pacific Highway route. This course was taken because of the limited time at his disposal.

Governor Hiram Johnson of California has just telegraphed his regrets stating that official duties compel his absence from the state at the time of the Pacific Highway convention. All the other speakers that have previously been announced, however, will be on hand to take part in the deliberations of this good roads gathering.

President W. J. Clemens of the Portland Automobile club has written that his club will send at least 15 cars to that, however, she made a success of what men had failed to even mitigate and as a result of applying the most obvious or household methods to her work, she has gained the commendation of all who know of her fight against conditions most discouraging. In an article upon the subject a leading magazine concludes, "Judged by the standard that this lady has set, after a year of effort, the municipal housewife has come to stay."

MAYOR COTTERILL WOULD COMPEL RAILWAY TO BUILD

Seattle Executive Has Plan to Force Street Railway Company to Accept Extension Franchises.

(Special to The Journal.) Seattle, Wash., June 22.—In an attempt to break a deadlock of many months standing between the city and the Puget Sound Traction, Light & Power company, Mayor George P. Cotterill proposes a novel plan. His idea is to offer franchises for extensions to the highest bidder. The holders of these franchises would build the street car lines at a cost of 2 1/2 cents per foot per foot and the mayor believes that the street car company would be compelled to accept the plan if it were not for the fact that the city is in a financial straits.

It is rather a strange predicament for the present mayor was responsible four years ago for the adoption of an amendment under which the street car corporation refused to build. This amendment in the opinion of council for the electric company might make it possible on the part of the city to take over any such construction without any value being placed on the franchise of not only the extension that might be proposed but also of the original line that might be extended under the charter provision.

In several parts of the city the company is ready to extend but it will not do so under this amendment while the council has as persistent refusal to grant extensions. Franchises under the same terms as covered the original line. Under these conditions hundreds of commuters who take a long distance to work are becoming impatient but the street car company is not worried for its business is not suffering there by.

Now the mayor has advised the council to pass a single franchise ordinance conforming to the charter, defining such street car lines as the council determines are necessary. He suggests that when such a definite franchise is offered to the company and it continues to refuse to extend its lines, bids can be invited privately as if a private company were seeking a new franchise. He also states that if no satisfactory bid be received the alternative remains of providing service for these outlying districts by branch routes from the municipal railway already authorized. Discussing the possibilities of obtaining bids, Mayor Cotterill says:

It will not be at all impracticable indeed it may be somewhat inviting—for some other individual or corporation to bid for the franchise for such extensions. Most of them will be comparatively short lines where there is no paying and the cheaper class of single track construction is adequate. The transfer provision in the franchise would entitle the operator of these comparatively short extensions to receive 2 1/2 cents of every cent fare paid for a through ride to or from the city, although carrying the passenger only a small fraction of the total distance.

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TEXAS FARMERS TRY RAINMAKING METHODS

San Antonio, Texas, June 22.—Special did rain have prevailed this year throughout the greater part of Texas, yet the want for more rain just at the time it will do the growing crops the most good has induced farmers in several sections of West Texas to experiment with dynamite to produce rain. Residents of Stamford, a town of 100 in Jones county, exploded about 500 pounds of dynamite, beginning about 10 o'clock in the morning and continuing until 3 o'clock in the afternoon. At the latter hour big drops of rain were falling and though the showers were intermittent that day, heavy clouds backed up and good rains fell during the next two days. Experiments in rain making are also being made near San Angelo.



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