

KALAMA ARISES FROM MUD OF OLD FERRY TOWN, NEW

Columbia River Port, Once Known Only as Transfer Point for Trains, Now Sees Great Future Ahead.

(Special to The Journal.)
Kalama, Wash., Dec. 24.—Although one of the oldest towns on the Columbia river, Kalama, until within the last seven or eight years, was known only as a transfer point for trains that operated between Portland and cities of the sound.
Travelers from all parts of the globe remembered the old transfer town, and a day's journey from home Kalama was known only in connection with it. Then the Northern Pacific bridged the Columbia at Vancouver and came racing down the north shore to startle small towns into a new order of things, and Kalama got up and hustled with the rest of them.
From a little, one horse town, whose main dependence was the switch yards and the ferry; where you stuck in the mud in the winter and fought mosquitoes in the summer; where the only diversion was sitting on a hillside fishing catfish from a high water puddle, where—but why say more—that was the old Kalama.

The New Kalama.

Out of the old sprang the new: a city of over 2700 inhabitants, whose rapid improvement is worthy of note.
The business portion of the city has recently covered its streets with bituminous pavement and replaced the rattling board walks with cement.
These street improvements are gradually creeping up the hills into the residence districts.

Kalama has an unlimited supply of pure mountain water and an excellent drainage system.

The Washington & Oregon Electric Light Co. lights Kalama, as well as Rainier, Kelso and Woodland. This company's plant is situated on the Kalama river, some eight or nine miles above the city.
This company is also preparing to extend its system to include Chehalis, Wash.

With the new railway facilities came also other activities.

Lumber Business Booming.

The Mountain Timber company erected one of the largest mills on the coast for a mile below town. This mill cuts 150,000 feet per day at present and is enlarging its plant to cut 250,000. The Rose City Mill company also has a shingle mill here.

Between the Mountain Timber company and the city the J. B. Hill company has erected a large mill. These mills employ a large force of men and a mill town has sprung up in their vicinity.
Kalama has an excellent public school, also high school, and a number of churches have their edifices and hold service here.

In the business section of the town is the spirit of the new Kalama especially manifest.

Future Is Assured.

From a country grocery and merchandise store or two, a hotel, drug store, barber shop, postoffice and three or four saloons, the business section has expanded until it now comprises three barber shops, four or five restaurants and lunch houses, a number of second hotels, three department stores, several grocery and hardware stores, a large furniture establishment, bakery, a well equipped drug store, two good theatres, a number of lodge halls, two meat markets and all the odds and ends of business that mark the beginnings of a city.

On one of the principal residence streets commanding a good view of the river has recently been erected by one of Kalama's resident physicians a three story private hospital.
Kalama is on the very edge of the great waterway from Portland to the sea, and built on the finest lumber schooners in the coast line dock here for lumber.

With her exceptional water and rail transportation, her wealth of dairy and fruit product from the nearby farms, and the millions of feet of choice timber in the mountains on her back, it is certain the new Kalama has a future.

OLD COUNTY FARM RENTAL AGREED UPON

Avoiding litigation and the expense it entails, the county commissioners and B. M. Lombard, purchaser of the old county farm on the Canyon road, submitted their differences regarding the sum of rental due him from the county for a year's occupancy, following its purchase, to Judge Henry McGinn. After hearing evidence on both sides, Judge McGinn decided \$225 per month was sufficient, and the commissioners agreed to pay it. Both parties had agreed to abide by the decision.

Following the sale of the old farm in 1909, the county found it necessary to make use of it for a year and a half. No charge was made for the first six months of occupancy, and it was agreed that a "reasonable rental" should obtain for the year. They later disagreed on what constituted "reasonable rental."

The commissioners, after considering the petitions of the Northwestern Electric company for a franchise to build a power transmission line along the county roads, declined to consider the company's proposition, and the company's attorneys withdrew all papers with the intention of submitting a new proposition. The commissioners declined to grant the franchise on the grounds that the company made no offer of concessions to the county.

It was understood that the electric company will submit a proposal whereby the county will be in position to secure a cheap rate for electricity for lighting and power purposes, provided the franchise is given.

Hills for carpeting, window shades and linoleum for the west wing of the new county courthouse were opened.

Christmas Dinner at the Hotel Bowers

A special table d'hote dinner will be served in the dining room of the Hotel Bowers from 5 until 8:30, Christmas night, \$1.00 per plate. Telephone reservations, Hotel Bowers, Main 7160, A-5224.

Women's Hats Free

Christmas morning at The Wonder Millinery, 4th and Morrison, 3 to 11:30. New entertainment features every week at The Louvre Grill. Musical program, 6 to 8, and 10 to 12 p. m.

TRAIN AUTOISTS FOR PARCELS POST SERVICE

Requirements of the federal government are directly responsible for two courses in the educational department of the Young Men's Christian Association that are just now being emphasized. These are the course in wireless telegraphy and the training of autoists for the parcels post service. The fact that the Y. M. C. A. is already paying particular attention to preparing men for the parcels post work shows the adaptability with which its educational system meets needs as they appear.

While the Y. M. C. A. has conducted a complete automobile school for several years, the parcels post work presents a new field for its students. Automobiles will be used for the delivery of packages, and the men who take up this work must understand a machine. The Y. M. C. A. auto school is not only teaching road work, but is giving instruction in the mechanical side of the auto, including repairing. This knowledge, of course, will be very valuable to the men who enter the parcels post service.

The fact that the government has ordered all passenger steamers to be provided with at least two wireless telegraph operators is responsible for the Y. M. C. A. class in wireless that was recently formed. This class has the best wireless apparatus in the city, and has communicated with stations at a great distance. In view of the increased demand for operators, this is regarded as one of the most practical courses that the Y. M. C. A. has added recently.

BOOK TO ADVERTISE CHRISTIAN CONVENTION

During the winter months several sessions of the National Reform association will be held at various points throughout the east. This is the organization under whose auspices the World's Second Christian Citizenship Conference is to be given in Portland next summer. To aid in advertising the event William McMurray, general passenger agent of the O. W. R. & N., sent to Philadelphia yesterday 15,000 copies of the Portland book, recently published by the railroad, which will be distributed by Clement H. Congdon, publicity manager of the conference. A page of the book will be devoted to information about the conference and how to get here.

Too Many Santa Clauses!

(United Press Special Wire.)
Los Angeles, Dec. 24.—"Say, which one of youse guys is bunk?" queried a 6-year-old newsie of two Salvation Army Santas on Spring street. One Santa slipped away while the other opened the note he had offered. It was signed Ray Peller and asked for roller skates.

Edlefson wishes you a Merry Xmas.

GAS KILLS TOTS PLAYING 'SANTA'

Baby Pulls Tube From Plate and Little Ones Are Asphyxiated.

Chicago, Dec. 24.—Five happy youngsters lay in mimic sleep on the kitchen floor at 828 Ewing street and five little stockings hung in a row from the back of a chair.

They were "playing Santa Claus," and Mrs. Margaret Ustich, mother of three of them, smiled a wan smile as she reflected that playing it was all they could do. Then she started for the Mary Crane Nursery to deliver a washing.

Three-quarters of an hour later she returned to find tragedy. The tube leading to a small plate on which she had boiled her wash water had broken and the room was full of gas. The children were gone and when she located them three were dead at the Mary Crane Nursery and the other two were in the county hospital.

The five children all resided with Mrs. Margaret Ustich, whose husband, Elfin Ustich, is an inmate of the Dunning hospital for the insane. Left with five children to support Mrs. Ustich has been forced to wash for neighbors.

With promises to be good, that Santa Claus might not pass over the home without a visit, the children were left in the kitchen, while the mother went to the nursery. The children, filled with the spirit of the approaching Christmas season, started to play Santa Claus.

Five little stockings were taken from dresser drawers and hung on a clothesline in the kitchen, while the children pretended they were asleep, waiting for Santa Claus.

But Theodore, with the unrest of a 10-month-old boy, refused to lie quietly on the floor and started to creep about the kitchen. He was attracted by the little green tube which led from the gas pipe to the plate. Reaching up with his tiny hands, he pulled the tube from the pipe and the room was soon filled with gas.

The feigned sleep of the children on the floor soon became a stupor induced by the fumes, and when the children were found they lay with their arms about each other, with the exception of the infant, who lay on the floor near the gas pipe.

Two men who were working in the alley near the home detected the odor of gas and entered the place. They took the children in their arms and carried them across the alley to the Mary Crane Nursery, where Superintendent Myrn Brockwell summoned pulmonators from the Commonwealth Edison company and from the Peoples' Gas Light & Coke company.

Five of the life-saving machines arrived at the nursery, and after hours of work two of the children, Sophie and

Eustacia Ustich, were revived. Sophie told the story of the Christmas party with its sad ending as she was being removed to the county hospital.
Mrs. Mary Mascherdy, mother of Ida, is employed in a loop restaurant and did not know of the death of her daughter until she returned to her home. She resides with Mrs. Ustich.

AGRICULTURAL HIGH SCHOOL PLAN URGED

The members of the East Side Business Men's club discussed the advantages of an agricultural high school at their meeting yesterday in the Clifford hotel. Professors E. D. Reesler and C. L. Smith of Oregon Agricultural college, and Judge M. G. Munly, of the school board, defined in addresses the value of vocational education, especially the kind of training adapted to life needs. The club unanimously adopted a resolution commending the plan for the erection of an agricultural high school in southeast Portland. Resolutions were adopted approving the plan for having cars stop at alternate blocks. Judge Munly spoke against this resolution, asserting that it had failed when tried before.

TEAL INDORSED BY PIONEER BANKER

William Reid Writes Letter to President-elect Woodrow Wilson.

William Reid, pioneer railroad builder and banker of Oregon, who is still engaged in the practice of law in Portland, though past 68, has added his indorsement of Joseph N. Teal for appointment as secretary of the interior to that of many others. Mr. Reid has written a letter to President-elect Woodrow Wilson. In it he tells of a lifetime's familiarity with the capabilities and usefulness of Mr. Teal. He says that though he is not a Democrat, in a matter of such importance to the west the argument as to the best man for the place should not be on a partisan basis. Mr. Reid writes: "I am not a Democrat, have no axes to grind" and have not seen Hon. Joseph N. Teal for two years, but having prior thereto cooperated for years in

the fights I have had against both the Villard railroad monopoly of 1880 and against E. H. Harriman's legislative attempts to control this state by his merger, since dissolved by the United States supreme court, I cannot help writing you to bear witness to Mr. Teal's integrity explained as follows—although, believe me Mr. Teal never asked me: I am a lifelong Republican and one of the authors of the "Reminiscences of Abraham Lincoln," through his widow's desire while a young man in Scotland. You may attach little importance to my indorsement of Joseph Teal, yet we must speak of a man as we find him. I am nearing the 70th year been 29 years in Oregon, organized and built over 210 miles railway near to Portland, and the enclosed abstract of my career, written by H. W. Scott, deceased, in "History of Portland," shows what I have done for Oregon in the past. Therefore, although I never was a politician, yet let me say I indorse Mr. Teal's application for secretary of the interior. Why? Because I cooperated with him and had his services first in freeing Oregon while I built the 200 miles in 1879 to 1884 against Harriman's vigorous efforts to stop."
Mr. Reid tells further about the compulsory traffic connections bill of which he was the author, and which has been made valuable through enforcement by the transportation committee headed by Mr. Teal.

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