

Y. W. C. A. FUND IS RAISED TO A TOTAL IN EXCESS OF \$8000

Campaign for Furthering the
Work of the Association
Making Good Progress.

\$9000 WAS SUM SOUGHT

"We Consider Our 10 Day Campaign
for Funds a Pronounced Success,"
Says Miss James, Secretary.

After a 10 day campaign for a \$9000 fund, by which to further the work of the association, the Y. W. C. A. workers have secured cash and pledges to the amount of \$8000, which, in view of the inclement weather that prevailed last week, is regarded as highly satisfactory. In discussing the campaign in particular and the work of the association in general, Miss Lina B. James, general secretary, said last evening:

"We consider our 10 day campaign a great success. We have in hand only \$8000 of the \$9000 needed, but the finance committee has assumed the responsibility for collecting the rest from friends who have already indicated their intention of subscribing later, and from other friends, who are not in the city. The success of the campaign is due to good 'teamwork,' as well as to the wonderful work of the teams—all of them, even when sadly depleted by illness.

"The banner team was composed of the following women: Madeline Faye Catlin, W. F. Norman, Thomas Brown, W. B. Winstanley, F. S. Belcher, W. K. Royl, Paul Rockey, George C. Stelling, F. P. Matthews, A. C. Matthews, S. P. Lockwood and the Misses May Enright and Helen Harmon, with Mrs. John Archer Bell as the captain. The team under Mrs. George Simons, the chairman of the finance committee, was second in the race; and all in the teams who were able to be out are said by the field executive to have done remarkably fine work.

Thankful for Aid.
"We are glad of an opportunity to express hearty thanks to the friends of the association for cordial response in expressions of intelligent appreciation as well as for prompt financial support. We find a few who have misunderstood the aim and scope of our work. We always expect this and welcome it for criticism serves a double purpose. First, it helps us to see where we are weak, and secondly, it gives an opportunity, not less valuable, to make the work understood as it cannot be by the casual observer, however friendly.

"In spite of frequent and illuminating accounts of the work which have appeared in the press during the past few years, there are still some who think that the Young Women's Christian Association was organized 50 years ago for charity and fail to see that its reason for existence lies in its constructive preventive work.

"Excellent organizations, other cities as well as in Portland, are equipped for doing strictly charitable and rescue work. The Young Women's Christian Association, as the long arm of the church, stands alone in its equipment for reaching out and helping the girl before she needs either charity or rescue.

"To perform this service the association must meet the girl at the threshold of our cities with trained, Christian women at the railway stations to advise and direct the stranger. In the very nature of the case, this help must be free to every one. During the past year, 7747 people were given thoughtful service at our stations. Of these 1529 were girls, 1891 were frail old people, 322 were too ill to make the train, and other stations, to hospital or to home without aid. \$255 were women with children and foreigners, the latter often unable to speak English, and the appalling number of 730 were children under 12 years of age traveling alone. Four Travelers Aid Workers at our stations explain the need of a part of the contributions from our friends.

Free Reading Room.
"The use, without charge, of our waiting room, reading room and rest rooms and the service of the office and general secretaries are only part of the free public service of this plant which is at the same time subject to the wear and tear of the passing of more than 2000 people. The janitor service alone is an annual item of expense in the upkeep of a plant so much too small for the large use to which it is constantly put. We are frequently told by travelers that no Young Women's Christian Association in the country is more generally used by the people of the city and we have it on good authority that no building of the size carries on a larger work.

"In no case is the association in need of the city's contributions more apparent than in the free service of the employment department, where the need makes a fee unfeasible and intelligent sympathetic service is not only desirable but necessary for the accomplishment of any lasting good to the girl.

"We are very glad to know that 11,730 interviews during the past year resulted in 2389 placements.
"From the lists in this department we gather from time to time the names of girls of one nationality for small social gatherings. This enables them to get acquainted with other girls from their own country and helps them to realize that the association is a friendly gathering place for 1916.

HUMPHREYS'

Humphrey's Homeopathic Remedies are designed to meet the needs of families or invalids, something that mother, father, nurse, physician or druggist give to meet the need of the moment. Have been in use for over Sixty Years.

No.	For	Price
1	Fever, Congestion, Inflammation	25c
2	Worms, Worm Fever	25c
3	Colic, Cramping and Watkiness of Infants	25c
4	Diarrhea, of Children and Adults	25c
5	Coughs, Colds, Bronchitis	25c
6	Headache, Stomachache, Vertigo	25c
7	Dyspepsia, Indigestion, Weak Stomach	25c
8	Croup, Hoarse Cough, Laryngitis	25c
9	Erysipelas, Eruptions	25c
10	Scalds, Burns, Lacerations	25c
11	Fever and Ague, Malaria	25c
12	Piles, Blind or Bleeding, External, Internal	25c
13	Catarrh, Influenza, Cold in Head	25c
14	Whooping Cough	25c
15	Asbestos, Consumption, Pleurisy	25c
16	Disorders of the Kidneys	25c
17	Primary Gonorrhea, Secondary	25c
18	Sore Throat, Quinsy	25c
19	Sore Gums, Gleet, Gonorrhea	25c

Sold by druggists or sent on receipt of price. Medical Book mailed free.
HUMPHREYS' HOMEOPATHIC CO.,
corner William and Ann Sts.,
Portland, Ore.

STREET CAR EMPLOYEES WORK LIKE TROJANS KEEPING LINES CLEAR OF SNOW DRIFTS, CREW SICKING TO OB NEARLY 36 HOURS

Heroic Measures Taken by Men Reflect Great Credit on
Adequacy of System and Preparedness for Emergen-
cies; Big Snow Plow Plunges Through Snow Banks.

Trolley officials are preening themselves these days because the street cars kept on running for the first time during the deep-snow period of Portland's history.

Let them keep on bragging. They will tell you all about it in the warmth of the busses. The men who will their well-shod feet are toasting in front of electric radiators and their hands are warm.

"Every time we passed a horse with the broom, we had to stop so the driver could grab the horse," explained McCarl. "We would throw up such a cloud of snow that we were always covered."

McCarl and his associates on the broom worked for 21 hours steadily, diving through drifts and keeping the snow banked up beside the track. Occasionally they would stop in front of some all-night restaurant and dodge in for a cup of coffee. The rest of the time it was back, back, back.

The rotary broom ran away with the crew on the east slope of the Rose City Park hill one night. The hand brakes didn't hold and the big ma-

chine, dashed down hill at a smart clip. The motor was reversed, the brakes were set and then the men jumped off, ran ahead of the broom and braked their bodies against it.

Only when some one got a leverage with a crowbar against one of the wheels did the machine stop.

It ran away again on the Burnside street on the down grade leading to the bridge. It took a long time to jump the track and brought up on a few feet from a chop house window.

"Some crew," said Cooper with a grin. "I didn't get through, though?" exclaimed the motorman.

And it was so. The cars got through, sometimes behind their schedule, sometimes on schedule at all, but they got through.

"Mac" said he put in the longest hours since the silver thaw and big snow of 1909. The longest previous identification, is O. O. McAllister, inspector. He went to work Wednesday morning and didn't get home until 3 o'clock Thursday afternoon.

His job is to keep the cars on schedule. If a bunch of cars got snowed in the same drift far out on the East Ankeny line, Mac would put some of them back and let only one or two go ahead and back. Those times were many, as is attested by frost bites and cases of grip.

Runs Car All by Himself.
C. L. Cotterell got a most strenuous initiation as motorman a week ago Wednesday night. He had just finished his course of instruction or "breaking in" and when the snow came all the regulars were needed to man the through cars. He was, accordingly, put on a stub car running from Mount Tabor to Astoria.

Great drifts prevented any cars from getting through and no one could be sent out to relieve him. And so he kept his car running back and forth, back and forth, all night long. Nobody was traveling with him. Everybody was indoors trying to keep the stove warm.

And so Cotterell had the whole line to himself. His job just then was to keep the track open. He did it.

"I didn't run all the time," said Cotterell. "But I knew the snow was drifting up around me and I kept the car moving enough to crowd the drifts off the rails."

It was just short of 24 hours that Cotterell stayed with his car. Then he was relieved and he went home to bed. The hardest time of the night was the lot of the men on the big revolving brooms, if one is to believe

the story.

Noted authority says we eat too much meat, which clogs kidneys.

Take glass of Salts when Kidneys hurt or Bladder bothers you.

Flush kidneys with Salts if back is aching.

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Fred McCarl, one of the veteran motormen of the Ankeny line. McCarl is big and husky and so he could stand it. Some of the little fellows wouldn't have tackled his job at all.

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It was dragged back to the track by a trolley car and went on its way again.

Good Men Secured.
The trouble with the Oregon climate, from the standpoint of the street car snow fighters, is that it does not snow enough to give the "boys" sufficient experience to handle the plows and sweepers. Out of all the motormen and conductors, comparatively few understand the big machines that are kept in reserve for these long-spaced storms.

The result is that when a big snow does come, the available snow plow men are limited. It would not do to put a man on a snow plow who has had no experience with the thing before, and so the ones who do know something about it have to stay on the job pretty nearly all the time until the storm is over.

That is why at the Piedmont barn, one crew had to work for nearly 36 hours without a break. It was indeed a wear-out, staggering bunch that finally rolled into bed and slept the clock round.

T. V. Palmer and H. B. Morgan had the brunt of the drifts on the plow. They were aided by W. J. Baker and H. R. Lowry. On the long run out to St. Johns and further, on the Vancouver line, the plow was kept constantly moving, day and night. The same was true of the "saw" sweeper, which was manned by J. E. Brown, C. U. Graham and J. D. H. H.

They Stayed to the Quiver.
As a matter of fact, all the "boys" at Piedmont stayed with the snow until it was conquered. Most of them, however, did the trick in the regular cars, which were kept running in some fashion all the time, day and night, that the pioneering work done by the plow and sweeper might not be undone.

On the Savier street division, the "boys" had it a little easier, because the big buildings on the west side shut off the wind somewhat and kept the snow from drifting so badly over the tracks.

F. J. Wright drove the snow plow out of the Savier street barn much of the time, with J. Brooks and D. P. Daniels as aides. J. D. Hunt, J. H. Robinson and J. J. Sims relieved them from time to time. The "lines" were kept clear with comparative ease, say the sking boys, who are still at the upper end.

Some of the hardest bucking of all was useful on the Hawthorne line, where it goes south of the Mount Tabor reservoir. Here the snow was banked five and six feet deep. For a long time the struggle with these drifts was almost hopeless, the snow sweeping down around the shoulder of Tabor, filling up the cut as fast as it could be cleared out.

Flow Does Fine Work.
It was here that the Snowplow did its most heroic work. On the Brooklyn line and the Sellwood line

the snow drifted in around the curves and made bucking a herculean task. C. F. Loppers had the worst of it at the Sellwood barn. Being the oldest snow fighter of the division, it was pretty nearly all the time during the snow that he was on the job.

He worked from Wednesday morning until Friday night.

Some of the others who did notable service on this division were E. Moreland, C. S. Aycock, F. W. Barnum, W. Stafford, D. H. Doty and A. Peterson. The last four manned the big plow, with its side sweeps.

Trolley Wires Safeguarded.
Jimmie Akre and J. E. Welch had their hands full during the big snow in keeping the trolley wires from blowing in or snapping in two under the cold wind. They are known as "emergency men" in the line service. They repair trolley wires and lighting wires alike. They kept jumping out to fix trouble from Wednesday to Monday.

But George New, gang foreman, got a good breaking in Saturday night and Sunday, which was the very worst time of all for overhead work. On that occasion, the wind came in gusts, tangling the wires and causing all sorts of trouble. New and his crew were sent out to fix up the Williams Valley Southern, the farmers' line that has been put under the protecting wing of the Portland Railway, Light & Power company. George Ibbetson and his crew had an equally long pull of it out near Beaver Creek, where trees had been blown down carrying wires and poles with them.

Derailed Cars Put Back.
Frank Baldwin and Billy Lehman and their crews had all they could take care of during the snow fight in getting derailed cars back on the track. These crews man the big tower trucks that do the double duty of repairing trolley wires and general wrecking.

Neither foreman got much sleep and the men under them were always subject to call. That they were often called and always responded without delay was a matter of much rejoicing to the company officials.

President Griffith says the men put on the line—the streetcar boys—deserve all the credit for keeping cars running. He includes also the give Superintendent Fred Cooper and Intourban Superintendent Fields a big bouquet. Both men got out on the plows and directed work, Cooper putting the plow in charge for two hours under his direction. Maintenance of Way Engineer Pumphrey and his deputy, Richmond, kept at the work likewise and the whole official family got in the game.

Snow Packed Hard.
There were places where the snow had drifted in and packed so tightly that neither plow nor sweeper could get through. It was then that the maintenance of way department was called upon and trackmen by the

score were sent out with shovels. Long they toiled. Hard their labors into the drifts they dug and tunneled out places that the sweeper, following after, might clear out more thoroughly.

One man, whose duty it was constantly to keep the switches free from snow and frost, suddenly discovered that his ears had grown numb. Some were home with snow packed around them so they could thaw out gradually.

One big difficulty about fighting the snow was the freezing up of the air valves on cars. Every little while the men would stop, hold a newspaper under the valve and touch a match. This was done so often that the cars had to be dragged off to the Center street shops. The plows and sweepers made several trips to the same shops, where operations were performed.

It was a large contract that the platform and track boys put over during the snow fight. They hope the time will not come again when they will have to do it over.

**Youths Arm Selves
And Start on Hike**

Lands Become Footsore and Weary on Their Way; Farmer Brings Them Back; Boys Return Home.

Silvan Jansen, aged 12 years, and Frank Thornton, 11 years, started out Friday morning to see the world, planning to make the first stopover at Corvallis, where they were to pick up an old playmate.

But first of all young Thornton thought "protection against robbers and Mexican bandits" was needed, so he went to a barn near his home, where two revolvers were hidden, and secured them. The weapons were loaded and each had carried one.

Walking to Beaverton, they found the roads hard traveling, and a rancher brought the footsore lads back to the Union station on the train last night. There Patrolman Sloan took them in charge for two hours they sat around the police station, waiting for J. Jansen of 4510 Seventh street, S. E., to arrive. The father was allowed to take the boys home. Thornton lives at 6606 Fifty-third avenue, S. E.

Recorder Refuses Pay.
Hillsboro, Cal., Jan. 22.—(U. P.)—Henry P. Boyce, author and wealthy landowner, persistently refuses to put his feet in the public trough, as to speak, so the city authorities are puzzled how to raise his taxes. He is entitled to as city recorder.

**Ossip Gabilowitsch
Is Heard in Recital**

Ossip Gabilowitsch, pianist, assisted by his wife, Madame Gabilowitsch, mezzo soprano, appeared in recital Friday night at the Hellie theatre and delightfully entertained the audience. Madame Gabilowitsch, an orphan daughter of Mark Twain, attracted perhaps more interest than as a singer, for while her voice is pleasing it is not large. Her renditions were artistic. Gabilowitsch again demonstrated that he is one of the great pianists of the age. He was called upon to play several extra numbers.

Fifty thousand tons of a native grass are used in India each year for manufacture into paper.

COMMERCIAL CLUB OF NORTH PORTLAND TO HOLD A BIG BANQUET

Ladies' Auxiliary Will Aid in
Making Annual Affair Big
Success.

Arrangements were started at a meeting of the North Portland Commercial club last night in the North Portland branch library for the accommodation of 200 persons who are expected to attend the annual banquet which will be held in the early part of February.

The ladies' auxiliary will cooperate with the Commercial club. The banquet will be held in the early part of February.

One object of this year's banquet is to form a federation of the different organizations of the Peninsula for the purpose of inducing property owners along both water fronts of the Peninsula to place such price on their properties to encourage prospective factories to build. At present there are a few small factories located on the north side of the Peninsula, but the club hopes to should the price on this property be reduced, more factories would be built.

President C. L. McKenna, Secretary F. J. Jones, F. C. Scribner and J. Morris were the principal speakers at last night's meeting.

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MORGAN-ATCHLEY FURNITURE CO'S

Great Annual Clearance Sale

and RUMMAGE SALE

Decide Now for Economy and Thrift!

MUCH MONEY WILL BE SAVED YOU HERE AS A BUYER OF

Good New and Used Furniture, Rugs, Ranges, Crockery, Etc.

During our Weather Clearance and Stock Clearance Sale. This big East Side Furniture Store has never allowed competition to undersell it and never will. We are saving too much money from our LOW EAST SIDE RENT AND UPKEEP to think of such a thing. We mean it—come and see if you can beat our prices on the same kind of goods. You make money when you do—that's certain.

RUN THROUGH THE FOLLOWING: MAKE A LIST OF THINGS YOU NEED. COME HERE AND MAKE YOUR SELECTIONS. WE'LL ARRANGE THE CREDIT TERMS TO SUIT YOUR CONVENIENCE

A Few Items From the Clearance of DINING ROOM FURNITURE

- 50 Solid Oak Dining Chairs, waxed golden finish, for \$1.38
- 50 Solid Oak Dining Chairs, quarter-sawn oak, waxed golden oak Spanish leather slip, for \$2.45
- 100 Solid Oak Dining Chairs, finished Dining Chairs, brace, for \$1.15
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BEDROOM FURNITURE

Our Entire Showing is Involved in the Clearance

- 112.50 Golden Oak Dresser, for \$8.25
- 100.00 Pine quartered Dresser, golden finish, for \$11.25
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Season Clearance of All Heating Stoves

- \$