

CAUGHT BY THE GRIP-- RELEASED BY PE-RU-NA.

La Grippe Is Epidemic Catarrh.

THE disease now known as 'grip' is used to be called 'influenza.' It very closely resembles a cold, but is more tenacious in its hold upon the system and produces more profound disturbances.

Grip is in reality epidemic catarrh. When it once begins it spreads over the country very rapidly.

People do not catch the grip from each other, but each one catches it from the atmosphere.

"Most Effective Medicine Ever Tried for La Grippe."

Robt. L. Madison, A. M., Principal of Calloway High School, Painter, N. C., is chairman of the Jackson County Board of Education.

He is a writer of occasional verse and has contributed to a number of leading papers and magazines—religious, educational and secular.

In speaking of Peruna, Mr. Madison says:

"I am hardly ever without Peruna in my home. It is the most effective medicine that I have ever tried for la grippe."

"I also cured my wife of nasal catarrh. Her condition at one time was such that she could not at night breathe through her nostrils."

"In consequence, an inflamed condition of the throat was brought about, getting worse and worse and yielding to no remedy until Peruna was tried."

Healthy Mucous Membranes.

Those who are fortunate enough to have perfectly healthy mucous membranes ordinarily do not catch the grip. The mucous membranes lining the nose, throat and lungs, when in a normal state, are an effective barrier against the invasion of grip.

But, if there happens to be the slightest catarrhal derangement of the mucous membranes, then the victim becomes an easier prey to the grip.

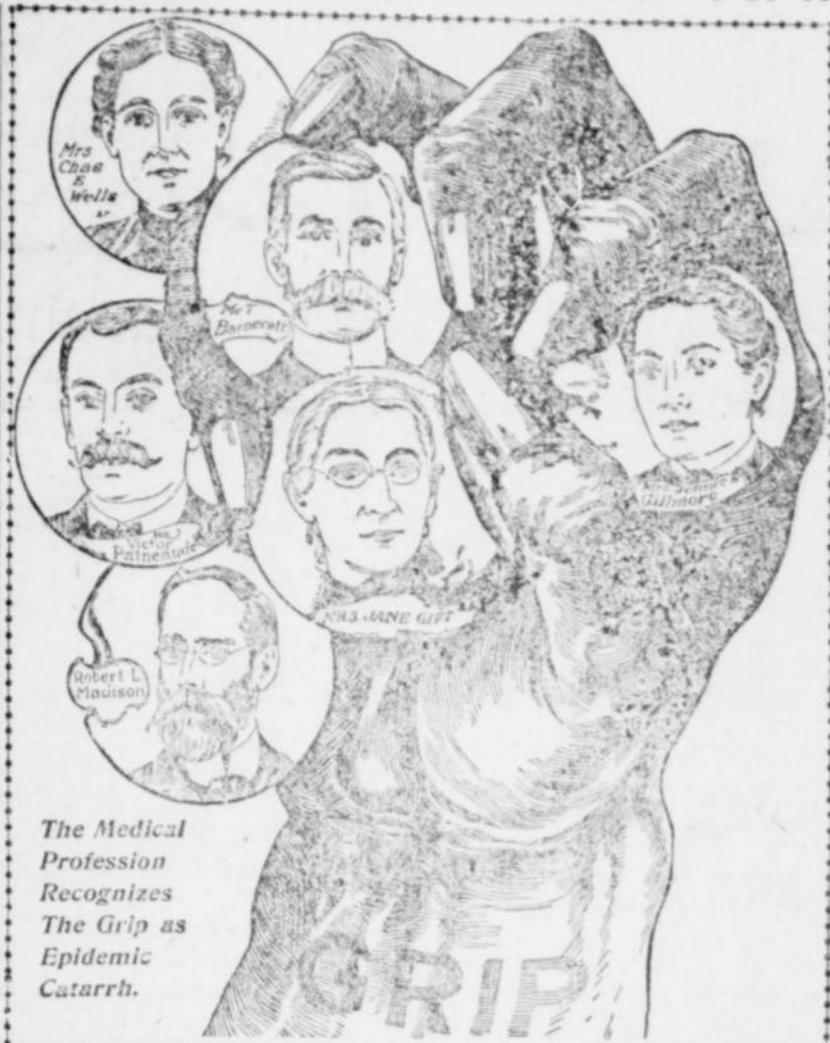
This in part explains why some people get the grip, while others do not. The rational thing to do is to keep the system free from catarrh. In attempting to do this most people have found Peruna to be invaluable.

Systemic Catarrh, the Result of La Grippe. Pe-ru-na Receives Credit for Present Good Health.

Mrs. Jennie W. Gilmore, Box 44, White Oak, Ind. Ter., formerly Housekeeper for Indiana Reform School for Boys, writes:

"Six years ago I had la grippe, which was followed by systemic catarrh. The only thing I used was Peruna and Manalin, and I have been in better health the last three years than for years before."

"I give Peruna all the credit for my good health."



The Medical Profession Recognizes The Grip as Epidemic Catarrh.

During an epidemic of grip Peruna should be used. The doses recommended on the bottle are sufficient.

After the grip has once been acquired, Dr. Hartman recommends the use of Peruna in teaspoonful doses every hour during the acute stage, after which the directions on the bottle should be followed.

Experience has shown that the people who use Peruna as a remedy for grip generally recover sooner and are less liable to the distressing and long-continued after-effects of the grip.

When Peruna has not been used during the course of the grip and the patient finds himself suffering from the after-effects of this disease, a course of Peruna should be resorted to.

Suffered Twelve Years From After-Effects of La Grippe.

Mr. Victor Patneade, 328 Madison St., Topeka, Kan., member of Knights and Ladies of Security, writes:

"Twelve years ago I had a severe attack of la grippe and I never really recovered my health and strength—but grew weaker every year, until I was unable to work."

"After using Peruna I was cured."

"I read a testimonial of a woman who had been cured of grip by Peruna. My husband bought me a bottle of Peruna. I was soon able to do my work. I continued using it until I was cured."

"I give Peruna all the credit for my good health."

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PRESIDENT PLEADS FOR OUR INLAND WATERWAYS

Washington, Feb. 26.—President Roosevelt today sent the following special message to Congress: To the Senate and House of Representatives:

I transmit herewith a preliminary report from the Inland Waterways Commission, which was appointed by me last March in response to a widespread interest and demand from the people. The basis of this demand lay in the general and admitted inability of the railroads to handle promptly the traffic of the country, and especially the crops of the previous fall.

This report is well worth your attention. It is thorough, conservative, sane, and just. It represents the mature judgment of a body of men exceptionally qualified, by personal experience and knowledge of conditions throughout the United States, to attempt to use our own waterways in the interest of all the people. Unusual care has been taken to secure accuracy and balance of statement. If the report errs at all it is by over-conservatism. It contains findings and recommendations of fact, and an account of inquiries still in progress, and it is based in part on statistics and other information contained in a voluminous appendix. The subject with which it deals is of critical importance both to the present and the future of our country.

Our river systems are better adapted to the needs of the people than those of any other country. In extent, distribution, navigability, and ease of use, they stand first. Yet the rivers of no other civilized country are so poorly developed, so little used, or play so small a part in the industrial life of the nation as those of the United States. In view of the failure to use our own waterways, and the no thoughtful man can believe that it will last. The accompanying report indicates clearly the reasons for it and the way to end it.

The Commission finds that it was unregulated railroad competition which prevented or destroyed the development of commerce on our inland waterways. The Mississippi and other great natural highways, in a case in point. At one time the traffic upon it was without a rival in any country. The report shows that commerce was driven from the Mississippi by the railroads. While production was limited, the railroads, with their convenient terminals, gave quicker and more satisfactory service than the waterway. Later they prevented the restoration of river traffic by keeping down their rates along the rivers, occupying themselves by higher charges elsewhere. They also acquired water fronts and terminals to an extent which made water competition impossible. Through their control of canals and steamboat lines that today inland waterway transportation is largely in their hands. This was natural and doubtless inevitable under the circumstances, but it should not be allowed to continue unless under careful government regulation.

Comparatively little inland freight is carried by boat which is not carried a part of its journey by rail also. As the report shows, the successful development and use of our inland waterways will require intelligent regulation of the relations between rail and water traffic. When this is done the railroads and waterways will assist instead of hindering each other. Both will benefit, but the chief benefit will accrue to the people in general through quicker and cheaper transportation.

The report rests throughout on the fundamental conception that every waterway should be made to serve the people as largely and in as many different ways as possible. It is poor business to develop a river for navigation in such a way as to prevent its use for power, when by a little foresight it could be made to serve both purposes. We can not afford needlessly to sacrifice power to navigation, or navigation to power.

Every river system, from its mouth in the coast, is a single unit and should be treated as such. Navigation of the lower reaches of a stream can not be fully developed without control of floods and low waters by storage and drainage. Navigable channels are directly concerned with the protection of source waters, and with soil erosion which takes the materials for bars and shoals from the richest portions of our farms. The use of a stream for domestic and municipal water supply, for power, and in many cases for irrigation, must also be taken into full account.

The development of our inland waterways will have results far beyond the immediate gain to commerce. Deep channels along the Atlantic and Gulf coast and from the Gulf to the Great Lakes will have high value for the national defense. The use of water-power will measurably relieve the drain upon our diminishing supplies of coal, and transportation by water instead of rail will tend to conserve our iron. Forest protection, without which river improvement cannot be permanent, will at the same time help to postpone the threatened timber famine, and will secure us against a total dearth of timber by providing for the preservation of the remaining woodlands. Irrigation will create the means of livelihood for millions of people and supplies of pure water will powerfully promote public health.

If the policy of waterway improvement here recommended is carried out, it will affect for good every citizen of the Republic. The National Government must play the leading part in securing the largest possible use of our waterways; other agencies can assist, and should assist, but the work is essentially national in its scope.

The various uses of waterways are now dealt with by Bureau scattered through four federal departments. At present, therefore, it is not possible to deal with a river system as a single problem. But the Commission here recommends a policy under which all the commercial and industrial uses of the waterways may be developed at the same time. To that end, Congress should provide some administrative machinery for coordinating the work of the various departments so far as it relates to waterways. Other agencies will result in better order but the people as a whole will fail to get from our streams the benefits to which they are so justly entitled.

The Commission recognizes that the cost of improving our inland waterways will be large, but far less than would be required to relieve the congestion of traffic by railway extension. The benefits of such improvements will be large also, and they will touch the daily life of our people at every point, utilizing the interests of all the states and sections of our country. The cost and the benefits should be equally distributed by cooperation with the States and communities, corporations and individuals beneficially affected. I heartily concur in the Commission's recommendation to this end. Such a program should result in the united effort in carrying out the great duty of improving our inland waterways. While we delay, our rivers remain unused, our traffic is periodically congested, and the material wealth and natural resources of the country related to waterways are being steadily absorbed by great monopolies.

Among these monopolies, as the report of the commission points out, there is no other which threatens, or has ever threatened, such intolerable interference with the daily life of the people as the consolidation of companies controlling water power. I call your special attention to the attempt of the power corporations, through bills introduced at the present session, to escape from the possibility of government regulation in the interests of the people. These bills are intended to enable the corporations to take possession in perpetuity of national forest lands for the purposes of their business, where and as they please, wholly without compensation to the public. Yet the effect of granting such privileges, taken together with rights already acquired by the State laws which give away properties of enormous value through lack of foresight we have formed the habit of granting without compensation extremely valuable rights amounting to monopolies on navigable streams and on the public domain. The repurchase at great expense of water rights thus carelessly given away without return has already begun in the East, and before long will be necessary in the West also. No rights involving water power should be granted to any corporations in perpetuity, but only for a length of time sufficient to allow them to conduct their business profitably. A reasonable charge should of course be made for valuable rights and privileges which they obtain from the National Government. The values for which this charge is made will ultimately, through the natural growth and orderly development of our population and industries, reach to the amount of a fair share of the increase should be safeguarded for the benefit of the people from whose labor it springs. The proceeds thus secured, after the cost of administration and improvement has been met, should naturally be devoted to the development of our inland waterways.

The report justly calls attention to the fact that hitherto our national policy has been one of almost unregulated disposition of the waste of natural resources, and emphasizes the fundamental necessity for conserving these resources upon which our present and future success as a nation primarily rests. Running water is a most valuable natural asset of the people, and there is urgent need for conserving it for navigation, for power, for irrigation, and for domestic and municipal supply.

The Commission was appointed to obtain information concerning our waterways as related to the general welfare. Much work was done, but more remains to be done before a plan for their development can be prepared in detail. We need additional information on the flow of our streams, the condition of channels, the amount and cost of water traffic, the requirements for terminals, the area in each watershed which should be kept under forest, and the means of preventing soil-waste and the consequent damage to our rivers. But it is neither necessary nor desirable to postpone the beginning of the work until all the facts are obtained. We have suffered heavily in the past from the lack of adequate transportation facilities, and unless a beginning is promptly made, we shall suffer still more heavily in the future.

Being without funds or an expert staff, the Commission has confined itself to principles affecting the whole problem and the entire country. Its report is a plea, in the light of actual facts, for simplicity and directness in dealing with the great problem of our inland waterways in the interests of the people. It submits no specific plans or recommendations concerning even the most important projects. The first of these

of course concerns the Mississippi and its tributaries, whose commercial development will directly affect half our people. The Mississippi would be made a loop of the sea and work upon it should be begun at the earliest possible moment. Only less important is the Atlantic inner passage parts of which are already under way. The inner passages along the Gulf coast should be extended and connected with the Atlantic waters. The need for the developing of the Pacific coast rivers is not less pressing. Our people are united in support of the immediate adoption of a progressive policy of inland waterway development.

Hitherto our national policy of inland waterway development has been largely negative. No single agency has been reasonable under the Congress for making the best use of our rivers, or for exercising foresight in their development. In the absence of a comprehensive plan, the only safe policy was one of repression and procrastination. Frequent changes of plan and piecemeal execution of projects have still further hampered improvement. A channel is no deeper than its shallows reach, and to improve a river short of the point of effective navigability is a sheer waste of all its costs. In spite of large appropriations for their improvement, our rivers are less serviceable for interstate commerce today than they were half a century ago, and in spite of the vast increase in our population and commerce they are on the whole less used.

The first condition of successful development of our waterways is a definite and progressive policy. The second is a concrete general plan, prepared by the best expert available, covering every use which our streams can be put. We shall not succeed until the responsibility for administering the policy and executing and administering the plan is definitely laid on one man or group of men who can be held accountable. Every portion of the general plan should be considered as far as their work relates to inland waterways and that he be authorized to make such details and require such duties from these branches of the public service in connection with navigable and source streams as are not inconsistent with law; the said commission to continue the investigation of all questions relating to the development and improvement and utilization of the inland waterways of the country and the conservation of its natural resources related thereto, and to consider and co-ordinate therewith all matters of irrigation, swamp and overflow land reclamation, clarification and purification of streams, preservation of soil waste, utilization of water-power, preservation and extension of forests, regulation of flow and control of floods, transfer facilities and sites and the regulation and control thereof, and the relations between waterways and railways, and that the commission be empowered to frame and recommend plans for developing the waterways and utilizing the waters, and as authorized by congress to carry out the same, through established agencies when such are available, in co-operation with the states, municipalities, communities, corporations and individuals, in such manner as to secure an equitable distribution of costs and benefits.

The improvement of our inland waterways can and should be made to pay for itself so far as practicable from the incidental proceeds from water-power and other uses. Navigation should of course be free. But the greatest return will come from the increased commerce, growth, and prosperity of our people. For this we have already waited too long. Adequate funds should be provided, by bond issue if necessary, and the work should be begun as soon as possible. The development of our waterways and the conservation of our forests are the two most pressing physical needs of the country. They are interdependent, and they should be met vigorously, together and at once. The questions of organization, powers, and appropriation are now before Congress. There is urgent need for prompt and decisive action.

THEODORE ROOSEVELT, February 26, 1908.

RECOMMENDATIONS.

A. We recommend that hereafter plans for the improvement of navigation in inland waterways, or for any use of these waterways in connection with interstate commerce, shall take account of the purification of the waters, the development of power, the control of floods, the reclamation of lands by irrigation and drainage, and all other uses of the waters or benefits to be derived from their control.

B. We recommend that hereafter both local and general benefits to the people shall be fully considered in any such plans for the improvement of navigation in inland waterways, or for any use of these waterways in connection with interstate commerce; and that wherever practicable Federal agencies shall cooperate with States, municipalities, communities, corporations, and individuals, with a view to an equitable distribution of costs and benefits.

C. We recommend that hereafter any plans for the navigation or other use of inland waterways in connection with interstate commerce shall take full account of transfer facilities and sites, and of the location of tracks, grades, bridges, dams, depots, and other works on navigable and source streams with a view to equitable cooperation between waterway and railway facilities for the promotion of commerce and the benefit of the people.

D. We recommend that any plans for improving the inland waterways shall take account of the present and prospective relation of rail lines to such waterways, and shall ascertain so far as may be whether such waterways when improved will be effectively used in the face of railway competition; and that the relations between railroads and waterways be further examined with the purpose of devising means of regarding the two systems complementary and harmonious and making such fair division of traffic that rates and management may be coordinated economically and with benefit to the country.

E. We recommend the adoption of means for ascertaining regularly all facts related to traffic on the inland waterways, and for publishing the same in a form suitable for general use.

F. We recommend the adoption of means for ascertaining and rendering available, at such rate as to meet public necessities, all requisite data related to the physical character and

general utility of the navigable and source streams of the country.

G. We recommend that hereafter any plans for the use of inland waterways in connection with interstate commerce shall regard the streams of the country as an asset of the people, and shall take full account of the conservation of all resources connected with running waters, and shall look to the protection of these resources from monopoly and to their administration in the interests of the people.

H. We recommend that the congress be asked to make suitable provision for improving the inland waterways of the United States at a rate commensurate with the needs of the people as determined by competent authority; and we suggest that such provision meet these requisites: expert framing of a definite policy; certainty of continuity and co-ordination of plan and work; expert initiative in the choice of projects and the succession of works; freedom in selection of projects in accordance with terms of co-operation; and the widest opportunity for applying modern business methods.

I. We recommend that the congress be asked to authorize the co-ordination and proper development of existing public services connected with waterways; and we suggest that such enactment might provide that the president of the United States be authorized, with the advice and consent of the senate, to appoint and organize a national waterways commission to bring into co-ordination the corps of engineers of the army, the bureau of soils, the forest service, the bureau of corporations, the reclamation service, and other branches of the public service in so far as their work relates to inland waterways and that he be authorized to make such details and require such duties from these branches of the public service in connection with navigable and source streams as are not inconsistent with law; the said commission to continue the investigation of all questions relating to the development and improvement and utilization of the inland waterways of the country and the conservation of its natural resources related thereto, and to consider and co-ordinate therewith all matters of irrigation, swamp and overflow land reclamation, clarification and purification of streams, preservation of soil waste, utilization of water-power, preservation and extension of forests, regulation of flow and control of floods, transfer facilities and sites and the regulation and control thereof, and the relations between waterways and railways, and that the commission be empowered to frame and recommend plans for developing the waterways and utilizing the waters, and as authorized by congress to carry out the same, through established agencies when such are available, in co-operation with the states, municipalities, communities, corporations and individuals, in such manner as to secure an equitable distribution of costs and benefits.

FRANKLIN ITEMS

(Special Correspondence.)
Franklin, Feb. 25.—Fine weather at present, although nothing unusual for the season.
Jesse Kirk and family, who have been visiting his daughter, Mrs. Cass. Lemley, left for their home at Heppner Saturday.

Mrs. J. Bamford has been on the sick list for a few days.
Mrs. W. H. Ray, who has been ill with rheumatism for the past few weeks, has the doctor's orders for Sunday. We hope she will be around in a few days.

There were services at the Methodist church Sunday.
Fred Ray has his house about completed.
Look out, girls, the justice of the peace has a new old ring.
Every one has a hand call.
Coyote hunting seems to be a thing of the past among these parts.
The dance at Charles Lemley's Friday night was a good one, although there were not so many present as usual, as there are so many traveling. This neighborhood is progressing nicely and we hope it will continue.

A sure cure, one you can depend upon, Hickory Brak Congru Remedy, a sure cure and it's pure. Use it for all lung troubles, coughs, colds, hoarseness and sore throat. For sale by Hull's Red Cross Drug Store and first-class dealers everywhere.

UNITY ITEMS

(Special Correspondence.)
Unity, Feb. 24.—Rev. Perkins, of Springfield, occupied the pulpit at this place Sunday.
The Booth-Kelly camps are shutting down in this vicinity. The Carter camp shut down about six weeks ago, the Racy Matteson camp shut down last week, and the Fox camp will close in about two weeks, as soon as they get in all the timber that is cut. Then we will be up against the real thing.

Berta and W. C. Edwards, of Portland, were in this vicinity last week visiting with friends and relatives. Berta left Wednesday for North Carolina and W. C. returned to Portland, where he will resume his work as conductor on the street railway.

George Young is in a critical condition with cancer. He is not expected to live many weeks at most. Racy Matteson had the misfortune to have his house and contents burned one day last week. Loss, about \$600.

R. C. Edwards went to Eugene Monday on business.
Hickory Brak Congru Remedy, made by the Hickory Brak Remedy Company, of Salem, Or., guaranteed to be pure; guaranteed to cure your cough or money refunded. Guaranteed to make a friend of you. For sale by Hull's Red Cross Drug Store and first-class dealers everywhere.

E. M. Warren has just placed a fine exhibit of grains and grasses in the real estate office of Mr. Murphy, at 801 West Eighth street and is installing a similar exhibit in Florence & Brody's office on Willamette street.

PURCHASERS ALSO MAY LOSE LANDS IN S. P. GRANT

Buyers of railroad grant lands from the Oregon & California may be attacked, as well as the railroad company, under the Fulton resolution, authorizing the attorney-general to begin suits to enforce the compliance with the terms of the grants—namely, that the lands shall be sold for \$2.50 an acre in lots of not more than 160 acres to each purchaser, and to actual settlers only.

This double authority conferred on the department of justice by the resolution greatly concerns holders of the lands, who have obtained their tracts from the railroad in violation of these terms. Nearly 1,000,000 acres have been sold by the railroad in violation of these terms, and much of these lands contain the most valuable timber in the state. The possessors of these lands sustained themselves with the belief that the courts will regard them as innocent purchasers. But the government will contend that it was the business of the buyers to know the restrictions placed by congress on the sale of the lands, that many of them bought from the railroad before the government had issued patents, and that deeds violating the terms of the grants cannot convey title and are void.

Wording Is Broad.

The wording of the Fulton resolution is broad, and authorizes the attorney general to institute practically any suits that he may deem expedient, including the claim on behalf of the government that the lands granted by each of said acts respectively, or any part thereof, have been and are hereby forfeited to the United States by reason of any breaches or violations of any of the terms or conditions of either or any of the said acts.

The resolution also authorizes the attorney general to institute suits to ascertain the rights of the United States as to the lands granted to the Coast Bay Wagon Road Company for a wagon road from Roseburg to Coos Bay. By the terms of that grant the lands were to be sold for not more than \$2.50 an acre and in lots of not more than 160 acres to each purchaser.

These restrictions have been violated like those attached to the railroad lands, by sale in bulk and at higher prices than \$2.50 an acre and by refusal of the company to sell to applicants for land at \$2.50 an acre.

RAWLEY ARGUES FOR FULTON'S MEASURE

Washington, Feb. 26.—Representative

WORK BEGINS ON SALEM-EUGENE ELECTRIC LINE

The Portland, Eugene & Eastern Railway Company has begun active operations toward building a road between Salem and Albany. The company this morning began the distribution of ties along Center street and as soon as the work is completed the laying of the track proper will be begun.

As the work progresses in this city, similar operations will be proceeding at Albany, and after the track has been completed in the corporate limits of both cities, the work of building a connecting line will be rushed.

The agents of the company state that on next Wednesday work will be begun on the road from Eugene to Marcola. This is known as the Welch line, and has no connection with Oregon Electric—Salem Journal.

POLK COUNTY MOHAIK POOL WILL BE SOLD

At the meeting of the Polk County Mohaik Association, held at the court house last Saturday afternoon, the pool was organized and the date for the sale set for April 17.

A meeting has been called for Saturday, February 29, to be held in Brown's hall. At this meeting arrangements for the pool will be perfected, and all minor details in connection with the spring sale will be acted upon.—Dallas Observer.

"BLEST BE THE TIE"

Salem Statesman.)
The which people commenced distributing this on Centre street in Salem yesterday, also in Eugene and Springfield. Blest be the tie that will bind the cities of the upper Willamette valley together in commercial unity.

C. J. Howard, J. I. Orr and Oliver Veach, appraisers of the property of the estate of E. W. Hebard, the Cotlar Grove merchant, who died in a Eugene hospital a few weeks ago, today filed with the probate court their inventory, reporting the value of the property to be \$2221.69, the property consisting of merchandise and accounts.

LONG TRIP BY WATER DOWN TO PORTLAND

Arthur Belknap, of Blue River, Lester Wycoff, also of the upper McKenzie valley, and a companion whose name is not learned are on their way down the Willamette in a small boat on a trip to Portland. They started Tuesday from the state salmon hatchery on the McKenzie river and reached a point opposite Eugene that evening. They spent the night, and left again on their journey Wednesday morning. They expect to reach Portland by tonight, although those who have made the trip before do not think they can make the distance in so short a time. The boys will spend a few days in the metropolis, ship their boat back by freight and come home on the cars.

MARRIED.

At the Catholic rectory in Eugene, February 26, 1908, M. W. Weber, of Marcola, and Miss Essie Nicholson, of Donna, Rev. Father J. M. O'Farrell officiating. The groom is a well-known merchant of Marcola. They are in Portland on a short honeymoon trip.

At the home of the bride's parents north of Eugene, February 26, 1908, Charles L. Powell, of London, and Miss Olive Warthen, of Eugene, Rev. Mamma officiating. The groom is a farmer at London.

At the courthouse February 26, 1908, by County Judge G. R. Christman, Miron Elmer Kirk and Miss Elsie Haynes, both residing near Walton.