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E. G. CRAWFORD SAYS BIG PROSPECTS FOR N. W.

Just Returning From East Believes This Section Will Now Push Ahead.

Oregonian—

"Bankers in the East seem to have more faith in Portland and the Northwest than many people living right here in Portland," says E. G. Crawford, president of the Lumbermen's National bank, who has just returned from a visit to New York, Chicago and other Eastern cities.

"Eastern bankers," he reported, "are very well informed on conditions in the Northwest. They are aware that this country has not profited extensively from war orders like the East."

Mr. Crawford says that the Eastern industrial plants are still humming with activity and that people of all classes are prosperous. Capital is seeking attractive investments, and some of it soon will find its way into the Northwest.

"The war has demonstrated, however," he added, "that the United States can no longer remain isolated. It must participate in world affairs. The movement in that direction already has set in. It can be observed every day in the action of the big banks and bond houses. Instead of dealing exclusively in domestic securities every large concern now handles a big list of foreign securities."

"The bonds of every belligerent nation in Europe are represented in the New York market. German and Austrian bonds are sold in large quantities, along with those of England, France and the other allied countries."

Mr. Crawford thinks that the lumber market will continue to improve and that with the recovery of ocean-going shipping heavy lumber shipments will start to move.

Eastern money soon will seek investments in this territory, he added, many inquiries for legitimate enterprises already having been made.

"Eastern investors realize that this part of the country needs development," he asserted.

"We need the capital to aid in our development. The East now is making more money than it can use in its own enterprises and soon will look in this direction for an outlet."

"While the immediate future does not promise any big railroad construction, it does promise an abundance of branch-line construction and numerous minor activities which, after all, are what we need most."

"Whatever the outcome of the election, though," he added, "I expect the Northwest to continue the period of steady development that now has set in."

NORTH OF US.

Uncle Sam, Railroad, Now Operating 136 Miles in Alaska.

(By United Press)

Washington, Nov. 8.—One hundred thirty-six miles of the new Government Alaskan railroad to connect Seward with Fairbanks—a distance of 466 miles—is now in operation with daily trains running. On the 136 miles 71 comprise the old Alaska-Northern railway line, which has been repaired and again put in operation. Sixty-five miles is entirely new.

The old Alaska-Northern line ran from Seward to Kern Creek, and was built in 1904—falling into practical disuse in 1908. The new section connects the town of Anchorage, on Cook Inlet, with Matanuska Junction, where a branch line 29 miles long has been run to the Matanuska coal fields. Coal is now being daily hauled from these fields.

The next link in the road—which is not expected to be cut clear through until the fall of 1919—will be the connecting section between Kern Creek to Anchorage, which, it is hoped by the Government engineers, will be completed next year.

Work is also progressing in the vicinity of Fairbanks where rush work is being done to connect up the town with the adjacent Menominee coal fields—Fairbanks is now facing a fuel shortage.

The estimated cost of the construction of the 466 miles of the main line (including the branch to the Matanuska coal fields) is \$25,642,000. Of this sum \$11,000,000 will have been expended up to the close of the present fiscal year.

A force of 4,000 men is employed on the road, and is considered adequate to complete the line.

Work will progress throughout the winter.

Judge Duncan Here—

Judge J. N. Duncan, of Turner, was in the city last night, after having voted at home during the day.

NORTH ALBANY HAS GOLDEN WEDDING CELEBRATION

Mr. and Mrs. W. P. Small Enjoy Day With Large Crowd of Friends.

Over across the Willamette, up on the hill, in one of the prettiest places in the valley, the golden wedding of Mr. and Mrs. W. P. Small was celebrated this afternoon in a gathering in which at least a hundred friends of the aged couple took part, many from Albany and adjoining places, pleased with the privilege of doing honor to the worthy couple. Among them were many members of the local G. A. R. and Ladies of the G. A. R., of which they are members, the chief of police a fellow member, being on hand, not to keep order, not needed; but to have a big feed and help in the celebration.

The couple were remarried in a pretty ceremony, and an Albany quartet, Messrs. J. C. Irvine and C. E. Sox, Mrs. Sox and Mrs. Nutting were heard in a golden wedding song composed by Mr. Irvine and first sung at the golden wedding of Mr. and Mrs. L. E. Blain several months ago.

The noonday feast was certainly a sumptuous one, everything to satisfy the biggest epicure, and the most fastidious.

The Smalls have been residents of Albany and vicinity for nearly 25 years and have made many warm friends here. They have been especially prominent in the work of the G. A. R., Mr. Small being a veteran of the Civil War. They came here from Illinois. All of their children are living. They are: Mrs. Hiram Parker, E. B. Small, Ephraim Small and Geo. Small, of North Albany, and Elbert Small of Portland, all of whom are at the wedding this afternoon.

STATE LIBRARY LETTER

Following is an extract from the State Librarian's letter on the growth of State library work.

The remarkable increase in use of the state library for mail order loans may be partially accounted for by the parcels post, but is also due to spread of knowledge of library facilities, and appreciation of them.

Statistics of state library loans (not including travelling libraries):

Biennial period 1912-14, 2905 requests by mail; 2925 packages; 25,519

volumes.

Biennial period 1914-16: 9122 requests by mail; 8976 packages; 50,587 volumes.

Annual period ending September 30, 1914-15: 3573 requests by mail; 3812 packages; 20,501 volumes.

1915-16: 5549 requests by mail; 5,164 packages; 30,086 volumes.

COMING EVENTS.

Dec. 13-16, 1916—Central Willamette Valley Poultry Show at Albany.

Portland—Contracts for construction of six wooden motorships have been awarded to American Ship Building company.

Have you bought a sack of Flour this week? If not, don't forget, but order now a sack of

ROYAL PATENT FLOUR

BLUESTEM HARDWHEAT

Buy it at your own Grocers for

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This is a SPECIAL PRICE for this week only. Sale closes on Saturday but as there is only a limited supply

ORDER NOW

The Flour is guaranteed by the distributors
MURPHY SEED STORE

WHALING DAYS ARE OVER.

A Once Thriving Industry That Has Nearly Vanished.

At the outbreak of the American Revolution and for a period of seventy-five years following the conclusion of that struggle whaling was the most important branch of the American fisheries. From 500 to 700 vessels sought whales in all the oceans and seas of the world, and in one year New Bedford alone sent out 300 vessels, whose cargoes of bone and oil were the basis of the industrial life of the city.

The pursuit of sperm whales reached its climax in 1837, when oil valued at nearly \$4,500,000 was brought in, mostly from the south Pacific. The height of the industry was in 1844, when 70,000 persons derived their support from whales and 720 vessels, valued at \$21,000,000, were engaged.

For more than fifty years the fishery has been declining, and in numerous ports that once derived most of their wealth from the industry there have for a long time existed only memories of former greatness. For a number of years the sperm, right and bow head whales that supported the fishery in early years have been very scarce and their pursuit has been unprofitable, and the present importance of the whale fishery, amounting in value to less than 2 per cent of the American fisheries, depends on the taking from shore stations of species of whales that formerly were for the most part neglected.

The glory of the whale fishery has departed forever, and the commercial if not the biological extinction of all kinds of whales is proceeding rapidly, undeterred and unhampered by the principal maritime powers.—Hugh M. Smith in National Geographic Magazine.

Braided Rivers.

A river not confined to a single channel, but broken up into a number of channels, which in turn branch and unite in a complex and confusing manner, is called a braided stream. It is caused by the slight fall of the stream, which prevents it from carrying away all the sediment swept into it by its numerous tributaries.

This material chokes the stream and forces it to spread into many shallow and shifting channels, resembling the strands of a braid. A good example of this is Jefferson river, in Montana.—New York Mail.

What Did He Say?

Oliver Wendell Holmes once told Professor Ponton he would never repeat to any one what Tennyson said to him when he entered his house. William James pressed him to do so with the assurance, "There are no reporters here." But Dr. Holmes replied, with emphasis: "I have said that I will never tell any one. It was not a thing that I should have supposed any man would say to a guest he had invited to his house."

Cook county plans expenditure of \$600,000 in 1917 on permanent road improvements.

STRATAGEMS OF WAR.

Clever Tricks by Which Two Chilean Warships Were Sunk.

Between the years 1870 and 1884 the republics of Peru and Chile were at war, and, although the Peruvians were eventually discomfited, they displayed great adroitness in naval matters. On one occasion they succeeded in sinking two Chilean warships, their clever strategy being thus described by Stephen Coleridge in his memoirs:

"Soon after the Chilean fleet had settled down to the blockade of Callao there appeared in the bay one morning a large barge of fruit that had obviously gone adrift from the shore. The Peruvians put out in boats and steam pinnaces to bring the barge back, and the Chileans, seeing what was happening, also sent out pinnaces and boats to intercept and capture the drifting barge. A fierce fusillade between the hostile boats followed, and several men were killed or wounded. At length the Peruvians drew off and left the barge in the hands of the triumphant Chileans, who towed it off amid the cheers of their ship's crews, who had watched the fight with keen interest.

"They brought the barge alongside one of the big men-of-war and quickly sent the cargo of luscious fresh fruit up the side in baskets. When about half the cargo had been taken on board a terrific explosion shook the bay, and an enormous hole appeared in the side of the great ship which sank instantly with all hands. By an arrangement of springs and balances a huge charge of dynamite in the bottom of the barge was ignited when a certain amount of the weight of the cargo was removed. Although the Peruvians had waged the fight for the possession of the barge with fierce persistence, they had never intended to be successful.

"A few weeks later a large man-of-war was sent up the coast to capture anything worth having at Huacho. On the appearance of the vessel the inhabitants drew their boats far inland and, taking all their valuables, fled into the interior. One boat, a new one, larger than the others, they hauled some little way up the beach and then abandoned.

"After pillaging the place the Chileans looked at the boat, which was entirely empty. The Peruvians had removed oars, sails, mast and even the rowlocks. The Chileans looked it over to be sure that there was no dynamite in it and then towed it away to their vessel. The captain had the davits run out and ropes put round the seats at the bow and the stern. Then he ordered his men to haul away.

"It was the last order he ever gave, for the moment the ropes tightened the ship was blown to pieces and disappeared in seventy fathoms of water. A false bottom had concealed a tremendous charge of dynamite that was arranged to explode when any upward force was applied to any of the seats.

"The inhabitants of the town, who had watched their stratagem destroy a great man-of-war without the smallest risk to themselves, returned hilariously to their houses with songs and dances."

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