

Today's Calendar of Sports

Racing

Winter meeting of Cuba-American Jockey Club at Havana.
Winter meeting of Business Men's Racing Association, at New Orleans.

Shooting

Annual Midwinter Handicap Target Tournament opens at Pinehurst, N. C.

Automobile

Opening of shows at Milwaukee and Oakland, Calif.

Boxing

Annual Tournament of Denver Athletic Club, at Denver.
Jack Sharkey vs. Abe Friedman, 10 rounds, at Syracuse.
Pal Moran vs. Pete Hartley, 20 rounds, at New Orleans.
Joe Burman vs. Jack Wolfe, 10 rounds, at Peoria.
Eugene Brosseau vs. Jim Montgomery, 10 rounds, at Montreal.
Joe Leonard vs. Phil Logan, 12 rounds, at Westfield, Mass.

Do You Know That

More than a million people spent their vacations in the national forests of Colorado last summer.

In the south of China silkworms have been reared and silk manufactured for over 3,000 years.

The modern battleship has on board an electric plant capable of lighting a town of 10,000 inhabitants.

Portugal is the most illiterate country in Europe—more than sixty per cent of its population cannot write.

With the exception of the British Parliament, the Swedish Riksdag is the oldest legislative body in the world.

The Dead Sea is so called because its water is so thoroughly impregnated with salt that no animal can live in it.

In normal times Spain has a smaller foreign population than any other country in Europe, Norway being second in this respect.

Published statistics show that the average number of children in each family in Ireland exceeds that of any other European country.

Of the 40 Sultans who have ruled the Ottoman Empire since the conquest of Constantinople by the Turks, 34 have died violent deaths.

The grand total of all the gold ore produced in the United States since 1792 is but about half of the amount of the last United States Victory Bond issue.

A person usually begins to lose height at the age of fifty, and at the age of ninety it is estimated that on the average he has lost about one and a half inches.

TACOMA GUN STORE, INC.

TACOMA, WASH.
Largest Stock of Hunters and Trappers Supplies in the Northwest. Especial attention to mail orders.
Send one cent stamp for catalogue.

Look and Feel Clean, Sweet and Fresh Every Day

Drink a glass of real hot water before breakfast to wash out poisons.

Life is not merely to live, but to live well, eat well, digest well, work well, sleep well, look well. What a glorious condition to attain, and yet how very easy it is if one will only adopt the morning inside bath.

Folks who are accustomed to feel dull and heavy when they arise, splitting headache, stuffy from a cold, foul tongue, nasty breath, acid stomach, can, instead, feel as fresh as a daisy by opening the sluices of the system each morning and flushing out the whole of the internal poisonous stagnant matter.

Everyone, whether ailing, sick or well, should, each morning, before breakfast, drink a glass of real hot water with a teaspoonful of limestone phosphate in it to wash from the stomach, liver, kidneys and bowels the previous day's indigestible waste, sour bile and poisonous toxins; thus cleansing, sweetening and purifying the entire alimentary canal before putting more food into the stomach. The action of hot water and limestone phosphate on an empty stomach is wonderfully invigorating. It cleans out all the sour fermentations, gases, waste and acidity and gives one a splendid appetite for breakfast. While you are enjoying your breakfast the water and phosphate is quietly extracting a large volume of water from the blood and getting ready for a thorough flushing of all the inside organs.

The millions of people who are bothered with constipation, bilious spells, stomach trouble, rheumatism; others who have sallow skins, blood disorders and sickly complexions are urged to get a quarter pound of limestone phosphate from the drug store which will cost very little, but is sufficient to make anyone a pronounced crank on the subject of internal sanitation.

BOSTON WOULD MAR HISTORIC T PRESENT NEEDS COMMONS TO MEE

BOSTON.—Boston is preparing to alter some of its most cherished historic features to meet the demands of modern conditions. Small strips are to be sliced from Boston Common, training ground for troops in Revolutionary days, and arceding of the tower of the Old South Meeting House, where the famous "tea party" was hatched, is contemplated. Traffic problems, acute in this city of narrow "cow-lane" streets, in each case are responsible.

The paring of the Common on two sides of its 43-acre area has been sanctioned only after the overcoming of long-standing opposition by those who held that no considerations of modern development should disturb this revolutionary landmark and present day breathing space in the city's center. Several years ago the voters turned down a proposal to shrink the Common in order to swell the streets. But in the recent city election the voters in all but two wards declared in favor of widening the streets from Common lands. The two wards which opposed the plan are in Charlestown, seat of another historic shrine, Bunker Hill Monument.

Compromise Agreed Upon

Under the plan which is a compromise—arranged between the street commissioners and the Boston Common Society, Tremont and Boylston streets, which bound the Common on two of its sides, will be widened to a maximum of 43 feet instead of 50 to 60 feet as first proposed. They will be accomplished without sacrifice of greenward or trees, as the cuts will be made from the broad walls of the Common. The compromise plan carried with it an agreement that no further invasion of the Common would be made.

Bought for Cow Pasture

Boston Common was bought in 1643 by Governor Winthrop and others as a common cow pasture and training ground, and was one of several such tracts of communal lands and planting grounds. Today it is the sole remainder of these ancient commons, other holdings having passed into private hands.

Past History Record

It was on Boston Common that revolutionary soldiers drilled; from its limits at Park Square, then the Back Bay in fact as well as in name and now "made land", the British started

for Lexington on April 19, 1775. On the Common the British mustered their forces to attack Bunker Hill and British artillerymen set their guns on Flagstaff Hill during the siege of Boston. Colonial expeditions set out against Louisburg and Quebec from the old Common, and Massachusetts regiments assembled their prior to going to the front in the Civil war.

Would Cut Meeting House

The proposal to cut into the Old South Meeting House which was built in 1729 to obtain partial relief from traffic congestion on Washington street, is still under consideration. Mayor Peters approved the idea; the Old South Association, guardians of the edifice, fell in with the plans under certain conditions, and the street commissioners reported in favor of the change. The conditions named by the association, however, including a demand for payment for the property, which is in the section of highest valuation, have delayed acceptance.

Main Church Not Touched

Under the plan the main part of the church, in which the colonists worked out plans for the "tea party", and which was later used by the British as a riding school during the siege of Boston would not be disturbed. The tower which juts out some twenty feet from the front of the edifice, would be extended to run flush with the tower front and the sidewalk moved back to lead directly to the arcade. An additional 20 feet of street space at this point would ease considerably the crush of traffic in the bottleneck of Newspaper Row.

From Crabtree—

Mr. German, of Crabtree, spent Sunday in the city visiting with friends.

Visited Parents and Grand Parents—

Mrs. James H. G. Ewing, of Portland and little son, returned home this morning after visiting parents and grand parents, Mr. and Mrs. G. T. Hockensmith.

Goes to Portland—

R. L. Gilson, a Lebanon hardware merchant, was in this city this morning on his way to Portland on a business trip.



1775

Special conclave of Temple Commandry No. 3 Monday Jan. 19 at 7:30. Work in Order of the Temple. Visitors welcome.

George Taylor, Sec.

List Your Orders

For Marshall Strawberries, Munger Raspberries and Loganberries at earliest date possible

We will supply you at Net Cost to Us, but must know by February 1

Puyallup & Sumner Fruit Canning Co.

W. R. SCOTT, Mgr.
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with its chilly, damp days and big fuel bills, if you use the

Pipeless Furnace RADIO

"NATURE'S WAY"
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Saves 25 to 50 per cent in fuel

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THE UNIVERSAL CAR

Buy Now While Deliveries Are Possible

Buy your Ford car now while deliveries are possible. There is only a limited, specified number of Ford cars allotted to this territory. You will be wise to buy one now while we can get cars to deliver. A signed order with us is your protection.

Even our small allotment of Ford cars is not shipped us until we have bona fide orders for them. This is because the demand for Ford cars all over the country is greater than the supply or production. So, don't depend on spring delivery.

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The Ford is an all year utility—in your home or business. Its serviceability, its ease of operation, its low cost of maintenance has made it such. It will serve you the year around. Spring and summer, autumn and winter, it is your servant; always ready to do your bidding.

Kirk McKern Motor Co.



The railroads are indispensable to our whole economic life, and railroads are at the very heart of most industrial activity. Large and small, public and private, by individuals and by institutions.
WOODROW WILSON

THE war could not have been won without railroads. Transport—by rail and sea—is an indispensable arm of national defence.

Carrying capacity, from the wheat fields and the mines and the steel mills to the front lines in France, was the measure of our power in war.

And it is the measure of our power in peace.

Industrial expansion—increasing national prosperity—greater world trade—are vitally dependent on railroad growth.

The limit to the productive power of this country is the limit set by railroad capacity to haul the products of our industry.

The amount of freight carried on American rails doubled from 1897 to 1905—since that year it has doubled again.

It will double still again.

To haul this rapidly growing traffic the country must have more railroads—more cars and engines—more tracks and terminals.

Sound national legislation, broad-viewed public regulation will encourage the expansion of railroads, without which the nation cannot grow.

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