

Lard has been in existence a long time—so has indigestion

Human nature is hard to solve. People who are most particular about adapting the weight of their wearing apparel to the season and its conditions, who never think of going out in a storm without an umbrella and rubbers, who would not sit in a draft for a farm, will calmly sit at the table and stuff themselves with lard-soaked food and not realize for an instant that it is likely to give them a full-fledged case of indigestion and clog their whole inner machinery.

Lard is produced from hog-fats, sometimes impure, always indigestible, and there's a good day coming when no one will think of using it for cooking. *Cottolene* is the only rational frying and shortening medium in the world. It is made from

refined vegetable oil and choice beef suet—everything about it is digestible and conducive to health.

It is a product of Nature.

It will make pure, palatable, healthful food, and food which anyone can eat and enjoy without the after-pangs of a disordered stomach.

Every good grocer sells *Cottolene*.

It comes only in sealed white pails with a red label and band. In the center of the label is our trade mark—a steer's head in cotton plant wreath.

Try *Cottolene* once and you'll never more be a friend to lard.

COTTOLENE was granted a **GRAND PRIZE** (highest possible award) over all other cooking fats at the recent Louisiana Purchase Exposition, and food cooked with **COTTOLENE** another **GRAND PRIZE**.

"Home Help" a book of 300 choice recipes, edited by Mrs. Rorer, is yours for a 2 cent stamp, if you address The N. K. Fairbank Company, Chicago.

A NEW FEATURE—The patent air-tight top on this pail is for the purpose of keeping **COTTOLENE** clean, fresh and wholesome; it also prevents it from absorbing all disagreeable odors of the grocery, such as fish, oil, etc.



Nature's Gift from the Sunny South

OREGON SHIPPERS DESPERATE

While Indignant They are Conservative But Wist That Harriman Must Either Shoot or Give Up the Gun--Railroads Must Serve the People or Be Owned By the People.

The shippers meeting at Eugene in the language of the street has been "going some," and it is still going. Thursday was a busy day and, it was a day of business. The object of the gathering was said to be to electrify public opinion, and it was certainly done. A dispatch from Eugene Thursday afternoon says:

"The gathering was unique. Held under the joint auspices of the Cottage Grove and Eugene Commercial clubs, there were shippers from every Willamette valley town. There were no regular delegates and no credentials were asked. No roll call was taken, and there was never a dispute. A more democratic affair, wherein there was neither slate nor prepared resolutions, could not be imagined. The only program was a list of speakers. It was, in fact, a mass meeting of shippers and merchants who have felt keenly the loss of cars, and who see each day their business going from bad to worse, with bankruptcy in sight for many of them.

Naturally, the railroad was criticised, and harshly. It was gently referred to by Dr. L. L. Whitson, the presiding officer, as an "octopus."

The Bank Habit

Possibly you who read this have never kept a bank account. If not, let us suggest that you try the experiment. You will find it helpful in many ways. Aside from the fact that your money will be safe from theft and fire, such a habit tends to thrift and economy, discipline and a general understanding of business principles, all of which are essential to success. It also affords a convenient method for the payment of bills; and, as the checks are always preserved and returned to you, they serve as receipts for the amount paid. We will be pleased to serve you as your banker. Come in and open a bank account.

Salem State Bank
L. K. PAGE, President
E. W. HAZARD, Cashier

and he announced that the meeting was not called for a friendly heart-to-heart talk with railroad men, who have been giving daily excuses, but to seek recourse in the legislature for temporary and permanent relief. One speaker declared that the Southern Pacific was a greater robber of the public than the timber thieves. His words were enthusiastically applauded. W. E. Coman and H. E. Lounsbury, the railroad agents present, felt like saying something, but held their peace.

Over and over again was told the story of mills closing down, men being thrown out of work, the business of merchants falling off, the procrastination of the railroad in offering relief. Every speaker told, in the main, the same story, with a different setting, and new instances of the damage done, and concluded with the demand for legislative action. The subject was inexhaustible.

"The condition is acknowledged," exclaimed I. N. Edwards, a member of the legislature. "It is a shame, a ruining shame to the state, and is costing hundreds of thousands of dollars. What is the remedy? That is what we want to know."

Joseph N. Teal, through a lengthy communication, suggested the remedy—a railroad commission. A. H. Devers, a member of the transportation committee of the Portland chamber of commerce, spoke at equally great length in support of Teal's proposed bill, with certain minor modifications. Senator A. R. Booth, one of the heaviest shippers and manager of the Booth-Kelly Lumber Company, raised his voice for a railroad commission. This and reciprocal demurrage, frequently discussed as portion of the railroad commission measure, were the two principal means thought capable of curbing the railroad and bringing it to terms. A third partial remedy was advanced by W. M. Killingsworth, of Portland, who recommended that the railroad lands of the state be bought by the state at \$2.50 an acre, and Senator-elect Mullet, of Ashland, announced that he proposed having the attorney general bring suit against the railroad to compel it to sell the land which it has withdrawn from the market, and which land it received from the govern-

ment on the understanding that it be thrown open to settlement.

These briefly, were the remedies recommended at the mass meeting and which will be brought before the legislature in January.

No one attempted to explain why there was a car shortage. "We are not here to inquire why they do not give us cars," said R. M. Veath, of Cottage Grove, "but to inquire a way to prevent a car shortage occurring again. There is an awakening of the conscience of the people and the sentiment of the masses is being aroused."

Despite the frequently reiterated damages caused by the famine of flat and box cars, no delegate proposed that the railroad be sued to recover. It was discussed privately among the delegates, but not on the floor of the assembly room of the Lane county court house, which was packed to the rear wall.

Same legislation was the keynote. Radicals were conspicuous by their absence. As speaker followed speaker, each urged that nothing drastic be attempted, since overzealousness would defeat the object of the shippers and the people. "A square deal for the people and the railroads," became a catch phrase. "Be fair to the railroads and the public, too," was frequently heard. Especially among the members of the legislature who spoke was it counseled to be reasonable in making demands for corrective legislation. It was agreed that the railroads cannot, consistently, object to fair legislation if they are honest, and if they

Danderine

GREW THIS HAIR.

And we can PROVE IT



FRANCES MARIE KNOWLTON, 900 Garfield Boulevard, Chicago, Ill., Age 4 Years.

Little Frances Knowlton's beautiful head of golden hair has made her famous the world over. She is only four years old and her hair hangs within one foot of the floor. Dr. E. W. Knowlton, her father, is the discoverer of Danderine, and attributes the beauty of her wonderful growth of hair to the extraordinary hair strengthening qualities of this great hair growing remedy. It has been tested on hundreds of others and has proven absolutely successful in every case. NOW on sale at all druggists, three sizes, 25c, 50c, & \$1.00 per bottle. KNOWLTON DANDELIN CO., Chicago.

are not honest then they should be controlled.

Furthermore, the legislature was informed, and more than a dozen senators and representatives sat earnest auditors, that should it fail to grant the laws demanded, the initiative would be invoked and the people will pass the needed legislation despite all the corporations under the sky.

Warning was sounded that unless there was a change in conditions and these changes brought about through state laws, government ownership of railroads would pass the speculation stage and become a reality. Not one of the delegates urged government ownership, but they contented themselves with hinting that it will eventually become possible providing a general reformation of railroad management does not occur.

A fear expressed by Devers was that when railroad legislation comes before the legislature an attempt will be made by the corporation to emasculate it until the bill is robbed of its important features. While the old railroad commission never accomplished successfully but two things, riding over the state on passes and drawing salary, the speaker contended that this was no reason to believe that three good, honest, fair-minded men cannot be found in the state to serve on the commission, and in order that they be above temptation their salary should be as large or larger than that of the governor. Small pay and a lot of glory was not considered sufficient compensation for a capable commission, which could do things.

D. E. Yoran was among the first to advise fair legislation. He said that the sentiment in favor of government ownership is growing, and that if the railroads wish to curb this tide it will be necessary for them to give the public just rates and treatment. As between the railroads owning the people or the people owning the railroads, he preferred the latter. Samuel Connell, a delegate from the Portland Commercial club, contributed to the case against the railroads by asserting that the fault rests with Harriman's indifference, and that Harriman is not a railroader, but a stock jobber.

Mr. Harriman was handled without gloves by several speakers. It was pointedly said that his theory of railroading to make 1900 cars do the work of 5000, and that instead of using some of the millions of dollars surplus which he receives from his lines in Oregon to furnish equipment he spends this money and his energies in securing all possible passes through the mountains to keep out such possible competitors as Hill and Gould. Senator Booth contended that the head of the system was too busy keeping other fellows out of Oregon to devote much time to getting much out of Oregon for his own line. Furthermore, the railroad has withdrawn timber land from the market, declaring it too valuable to sell, and then has built sawmills to compete with its customers, using the timber it had asserted was too valuable to dispose of to outsiders.

"But," exclaimed the senator, "we actually don't care what the railroad does if the railroad will only let us do business at any price."

His own concern, the speaker continued had on hand in logs and lumber 70,000,000 feet, and the firm is not producing half what it can and should. Senator Booth produced statistics to prove that there has been an increase of 13 per cent in the capacity of cars, while business has increased 231 per cent. There are 16,000 new freight cars being built for the Harriman system, and when these are delivered the Willamette valley will be bettered by 6 per cent. In the Harriman system there are, on the Union Pacific, 5 1/2 cars to the mile; three cars to the mile on the Southern Pacific and O. R. & N. In conclusion, speaking as a member of the legislature, Senator Booth informed the meeting that the legislators would do the best they could, and that the public should not be surprised if it does not obtain all it expects, for the problem is difficult. For the car shortage he contended there is no excuse for "the railroads are in the business of anticipating."

In the same vein, George M. Cornwell, of Portland, said the railroads were trying to pluck the goose to get the largest amount of feathers with the least amount of squawking.

When the resolutions were finally submitted by the committee, consisting of G. W. Griffith, T. K. Campbell, D. E. Yoran and George E. Kelly, they were unanimously adopted, as was also the case with resolutions sent from Benton county that the government buy the locks at Oregon City. H. L. Thompson, of Cottage Grove, and Mr. Sheldon, of Portland, served as secretaries.

CASSTORIA.
The King You Have Always Bought
Beane the Dispensary
Chas. H. Fletcher



Is your baby thin, weak, fretful?

Make him a *Scott's Emulsion* baby.

Scott's Emulsion is Cod Liver Oil and Hypophosphites prepared so that it is easily digested by little folks.

Consequently the baby that is fed on *Scott's Emulsion* is a sturdy, rosy-cheeked little fellow full of health and vigor.

ALL DRUGGISTS; 50c. AND \$1.00.

Smiles

The Meister piano of Chicago is sold at \$175—\$10 down and \$1.00 per week. Music is going into millions of homes in spite of fate.

Poor, easy mark Oregonian. How many new commissions and officials will the next legislature saddle onto you? The machine says everything will go; haven't the people got the referendum? Yes, and some day they will up and abolish the whole gosh darned legislature.

It is the irony of fate that the greatest joker in the United States senate should become the most lamentable serious fact to contemplate. We refer to the once famous Chauncey M. Depew.

We would remind Bro. Selleck that nowhere in Goldsmith's humorous work entitled "Animated Nature" is any species of mankind referred to as a brute—not even the Irish or Germans. But then he was not after any particular nationality—it is booze he was hitting at.

Those two thick-lidded rhinoceros senators, Depew and Platt, won't resign. Their owners, the trusts, won't let 'em. The people of New York don't deserve it.

Chicago club women have adopted this mental platform:

Keep us from petticoats.

Let us be large in thought, word and deed.

Let us be done with fault-finding and leave off self-seeking.

May we put away pretense and meet each other face to face, without self-pity, without prejudice.

May we never be hasty in judgment.

Let us take time for all things.

Make us grow calm, serene, gentle.

Teach us to put into action our better impulses, straightforward and unafraid.

Grant that we may realize that it is the little things that create difference, that in the big things of life we are one.

May we strive to teach and to know the great common man heart of us all.

And, oh, let us not forget to be kind.

That would almost put a woman club out of business. We shall hear of their determination to raise some babies.

NOBODY SPARED.

Kidney Troubles Attack Salem at 4: Women, Old and Young Alight—Kidney Pills seize young and alike—

Quickly come and little warm give.

Children suffer in their early years. Can't control the kidney secretion. Girls are languid, nervous and pale.

Women worry, can't do daily work. Robust men have lame and aching backs.

Old folks, weak, rheumatic, lame. Endure distressing urinary ills. The cure for man, for woman or child.

Is to cure the cause—the kidneys. Doan's Kidney Pills cure sick kidneys.

Cure all the varied forms of kidney suffering.

Science testimony guarantees results.

W. J. Carlton, of 1466 Third Street, Salem, Ore., says: "Doan's Kidney Pills, which I procured at Dr. S. J. King's store, not only strengthened my kidneys, but they speedily removed the backache and lameness. A man that acts with such prompt and beneficial results as Doan's Kidney Pills do is worthy of all confidence, and can conscientiously recommend them to others, for I know I never had so much medicine of the kind equal them in curing backache and kidney trouble."

For sale by all dealers. Price, 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—take no other.

Agreeable to Him.

She—No, Harry; I'm sorry, but I'm sure that we could not get along together. You know I always do my own way in everything.

He—But, my dear girl, you can go on wanting it, you know, after we are married.—Illustrated Bits.

No Smoke or Smell



The aversion which many people have toward ordinary oil heaters is largely due to the smoke and smell so characteristic of the old-fashioned oil burner. The removal of these objectionable features and the perfecting of all mechanical parts, combined with beauty of design and skilled workmanship, have made the

PERFECTION Oil Heater

(Equipped with Smokeless Device)

vastly superior to all others. Cannot smoke or smell. Wick cannot be turned too high or too low. Burns oil four beautifully embossed. Holds four quarts of oil and burns nine hours. Light and portable; easily carried about. Warms cold rooms and heats water quickly. Two finishes—nickel and japan. Every heater warranted. If you cannot get heater or information from your dealer, write to our nearest agency for descriptive circular.

THE Rayo LAMP is an ornamental to every room and is the best lamp for all-round use. Unexcelled in light-giving power. Made of brass throughout and nickel-plated. Every lamp warranted. If not at your dealer's write to our nearest agency.

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