### **ELECTRIC LINE** ON FRONT STREET

Franchise Will Be Granted, But Successful Applicant Is Not Yet Named.

#### COUNCIL COMMITTEES MEET

Rivals Present Their Claims for Recognition, But Plum Is Not Yet Awarded - Councilmen May Propose Joint Use of Line.

#### \*\*\*\*\*\*\*\*\*\*\*\*\*\*\* ACTION OF COUNCIL COMMITTEE ON FRANCHISES

Committee considers applications of Williamette Valley Traction Company, United Railways Company and Thomas McCusker for electric railway franchises down Front street, and votes to grant a franchise, without specifying any company. Much specu lation is rife in consequence concerning future action, as committee adjourns abruptly without indicating its probable course, after listening all the afternoon to arguments on the differ-

Large delegations present from towns in the Willamette Valley, besides a number of local citizens, who are interested in the proceedings.

Front-street franchises are amended to give Southern Pacific use of the line, whichever applicant is success

Without indicating what applicant would be favored by its action, the joint streets and judiciary and election committees of the Council yesterday afternoon decided to grant a franchise for an electric railway line down Front street, and, after nearing arguments from representatives of the Willamette Valley Traction Company, United Railways Company and the selt Line Railway Company, of Thomas McCusker and others, the committee adjourned abruptly without taking any further steps in the matter or indicating any preference for any one of the applicants. Everything is up in the air as yet relative to the final action of the body, and all sorts of theories have been advanced as to the ultimate outcome of the recent agitation on the subject of Front-street franchises. Some of the Councilmen are in favor of one thing and some of another, and until the different opinions are crystallized into something like tangible shape it is all a matter of speculation as just what will happen.

The Council chambers, which have lately become the regular meeting place of the committee, was crowded with spectators yesterday, between 60 and 70 prom-inent local citizens being on hand to attest their interest in the proceedings. The three franchises of the Willamette Valley Traction Company, United Railways Company and Thomas McCusker were first read in full by Deputy Auditor Grutze. and after this tedious process had been finished Chairman Vaughn announced that the courtesy of the floor would be extended to all who desired to discuss the different features of the situation Before this privilege was granted, how ever, the committee voted to grant a franchise for some line down Front street, but made no designation of the ompany to be favored thereby. This step was taken in order to obviate the neces-sity of further consideration of the applications in case it was decided not to mit any road to utilize the street with its

ralls.

Before proceeding to discuss the three measures before the committee, William D. Fenton, on behalf of the Harriman lines, stated that he had submitted the ving amendment to representatives e applicants, who had agreed to its

#### Mr. Fenton's Amendment.

There is hereby gramted to the Oregon & California Bailroad Company, its successors and sasigns the right to connect with and use the tracks of the grantes herein, its successors and assigns and operate and propel by steam or otherwise the engines and cars of said Oregon & California Railroad Company, its successors and assigns, on said Front street from Davis street to connect with the tracks of the Northern Pacific Terminal Company, on Front street upon payment to the grante, its successors and assigns, by the Oregon & California Bailroad Company, its successors and assigns, of such sum annually as shall represent 5 per cont interest upon one-half of the cost of construction of said tracks so to be used by said Oregon & Cati-fornia Railroad Company, its successors and assigns, and upon payment of such sum an mustly as may be agreed upon or bereinafter accertained for maintenance and renewal of said tracks so to be used as aforosaid. In case said parties, their successors and as-signs, are unable to agree on said sum so to be paid annually said sum shall be ascertained and fixed by the executive board of the City of Portland.

Thomas McCusker offered to amend by adding the following: Provided, however, that the said Oregon &

California Railroad Company shall at no time operate such track so as to in anyway interfere with the free use and operation of the grantee herein, and that said Oregon & California Railroad will not deliver nor receive cars or freight from any point between said Davis and Front streets. Mr. Fenton stated that his corporation

wanted to have the joint use of Front street, from Davis street north, without respect to the successful bidder for the franchise. The Southern Pacific, he said, must make some arrangements to go down Front street, inasmuch as they had abandoned all idea of utilizing the river front as an outlet on account of the heavy expense thereof, fully \$50,000 being necessary to establish such a route.

#### Claims of Willamette Valley Co.

Charles A. Hardy, Dr. D. A. Paine, I. H. Bingham and G. W. Griffin, of Eugene: G. A. Westgate editor Albany Heraid; Colonel E. Hofer and Attorney McNary, of Salem: Attorneys E. C. Bronaugh and Warren E. Thomas, of Portland, and George B. Moffatt, then presented the claims of the Willamette Valley Traction Company. In the course of his remarks Mr. Thomas called special attention to a Mr. Thomas called special attention to a provision in their franchise prohibiting them from operating their cars along Front street except at night. He contended also that the system was part of the franchise, and the franchise a part of the railway system, and without the franchise

the following Pront-street property-owners, withdrawing all opposition to a franchise down the street and favoring the Willamette Valley Traction Company; Palling, Corbett, Ladd and Flanders estates, F. W. Mulkey, American Trust Insurance Company, Portland Gas Company and Ploneer Real Estate Company, besides a letter of indorsement from A. L. Mills. Thomas made some telling points for his clients, not the least conspicuous of which was the mutual benefit to Portland and the Willamette Valley generally accruing from the construction of the road. In fact, nearly all the speakers, and especially those from towns up the Valley,

fact, nearly all the speakers, and especially those from towns up the Valley, dwelt upon this phase of the situation.

Replying to an inquiry from Chairman Vaughn, of the committee, Mr. Moffatt contended that somebody must be in absolute control of the street in the operation of cars. Otherwise, the liability of accidents would be great. He stated further that his company had made arrangements for stopping the large interurban cars at the outskirts of the city, thus minimizing the danger for accidents from that source. According to Moffatt, their that source. According to Moffatt, their main anxiety centered in the delays that would ensue relative to the construction of a bridge across the Willamette River unless the franchise was granted within

a reasonable time I. H. Bingham, of Eugene, who repre sented Lane County in the last Legisla-ture also made a good speech in favor of the Willamette Valley Traction Company. In fact, the promoters of the enterprise have evidently executed a master stroke of policy by concentrating a large stock of eloquence in support of their pet scheme. From the silver-tongued Hardy, of Bugene, to the winsome-voiced edito of the Salem Journal, or the convincing arguments of Attorneys Bronaugh and Thomas, of Portland, there was a con-stant array of incontrovertible reasons presented why the Council committee should grant their request for a franchise. said grant their request for a franchise

#### United Railways' Argument.

W. D. Larrabee, of the United Railways Company, then proceeded to make a logical plea for the claims of his corporation. He cited the fact, among other things,

# ON FRANCHISES

Council Staves Off Cascade and Mount Hood Electric Power Companies.

#### FORETELLS THEIR DEFEAT

Real Reason for Delay Not Given. Said to Be Due to Opposition of Applicants to Large Gross Earnings Tax and Bond.

At the meeting of the Council last night, consideration of the ordinances granting franchises to the Cascade Power Company and the Mount Hood Electric Company, was continued for two weeks on Sharkey's motion after two weeks on Sharkey's motion after a warm debate on the Cascade applica-tion, the vote to reconsider the re-port of the committee standing as fol-lows: Ayes—Belding, Bennett, Kella-her, Rushlight, Sharkey, Shepherd, Vaughn, Noes—Annand, Masters, Men-cfee, Preston, Pallace, Wills. While this action was taken osten-sibly because the Council was in the dark relative to certain amendments WHAT THE COUNCIL DID.

PRANCHISES HELD UP-Cascade Power Company and Mt. Hood Elec-tric Company lighting franchises presponsed for two weeks on account of an alleged misunderstanding relative to certain amendments. Action of Council is believed to augur unfavor-ably for the two corporations unless they consent to an increase in gross earnings tax, and put up a good-faith hond.

SHEPHERD ORDINANCE BE-COMES A LAW-Council passes the ordinance compelling witnesses to atthe Mayor's veto by a large majority.
ACTION ON OTHER VETOES-Veto sustained relative to claim of Robert Robinson, Sr., and O. R. & N. bill account freight for garbage crematory, measures, appropriations and improvements of streets measures passed over Mayor's head. STARK-STREET EXTENSION-Pro tests from property-owners heard and action on viewers' report postponed. WILLIAMS - AVENUE IMPROVE-

MENT-Ordinance assessing cost passed and remonstrance filed FIRE LIMITS EXTENSION-Ordinance to extend fire protection on East Side referred to special com

FREE EMPLOYMENT BUREAU-Council passes Rushlight measure to create and maintain free employment GAS INVESTIGATOR RESIGNS-Chairman Annand of gas investiga-

tion committee tenders resignation.

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filed by L. P. Gilliand. He contende

the payement was poorly laid and the portion paved by the Portland Railway Company in the middle of the street is not what the plans called for. The rock blocks between the rails had not been laid in cement, and the stone used in the payement was retired and Mr. (2011).

# ROAD PROJECTED

Articles of Incorporation Filed by Christian Co-Operative Federation Directors.

#### CAPITAL STOCK IS \$500,000

Promoters Will Float Bonds in Nev York and Then Construction of Railroad from Portland to Ontario Will Begin,

In pursuance of the plans of the Co-Operative Christian Federation, the Mid-Oregon Railroad Company was in-corporated yesterday with a capital of \$500,000. The incorporators were J. Frank Watson, L. O. Ralston, Samuel nnell, Edward A. King and Wallis It is planned to connect Portland and the Willamette Valley with Ontario, the line to penetrate the very heart of the State of Oregon. Those who are interested in the project hope to have the line completed within two

blocks between the rails had not been years.

Isid in cement, and the stone used in the pavement was rotten, said Mr. Gilli- of the work which will be undertaken

ng with New York capitalists and we be-

idly being merged into one city. The land between the two cities is being platted and before long the outskirts of the towns will grow together. The natural result of such a growth will be the amalgamation of the two municipalities."

#### EDUCATION IS THE TOPIC

Seventh Day Adventists Asked to Be Loyal to Church Schools.

The "educational interests" was the main topic discussed at the joint convention of the Seventh Day Adventists, yesterday forenoon. Both the Pacific Union Conference, South, and the North Union Conference meet in this session to consider this subject, which was general and itual to both sections. Professor M. E. Cady, of the Walla Walla College, submitted the report for unifying the educational work. By means of a diagram on the wall he showed the educational plan. It was recommended that an educational committee of five be appointed to super-vise the course of study and to unify the educational plans. It was also recommended that the transfering of teachers from one school to another, or from one conference to another conform to the rule for transfering ministers. G. A. Irwin, vice-president of the Gen-

eral Conference, spoke earnestly for loy-alty to the church schools, and said that he had always made it a practice to sup-port one or more student in a school. He said the educational question was one of the most important before the Seventh Day Adventists, and that they should make an effort to improve them and he loyal to them. The discussion took a wide scope, and, while the recommendations of the consulttee were adopted, they remain in the roof, disappeared from his private

societies and private individuals and no effort made to pay it back. The mother was an expert dressmaker, but, to use her own language. "No woman in Portland could live long enough to get her to sew for her." It was so much easier to work the sympathetic and be passed along from one city to another, after the resources of the last resting place had been exhausted.

In this case the father was in a good position, able to send back for his family, but the old way was so much cheaper—why not try it again? Here was a case of thriftless-

In this case the father was in a good posi-tion, able to send back for his family, but the old way was so much cheaper—why not try it again? Here was a case of thriftless-mess. Could any help be wisely given? A conference of interested people decided that it could not be done and all help was with-drawn, the subscription stopped, and not even the charity rate granted. The father then came to the rescue, and sent the transporta-tion. Here is one of the most important lessons in charity work; that to deal ade-quately with the subject of giving in charity, one must consider the cause before applying the remedy. If the cause be shiftlesoness no amount of material aid in the shape of old

the remedy. If the cause be shiftleseness no amount of material aid in the shape of old clothes and provisions will ever put the family on its feet—what is needed is plain backbone, administered in varying doses.

The community itself is lax in its duty in this respect. We fail at times to realize our responsibilities to our neighboring communities. We are apt to feel that we have done our duty where here are not of the cause of the content of the cause of our duty when we have passed out of our sight a family afflicted with shiftlessness. Why can we not establish a moral quarant and insist that familles such as the one scribed shall be compelled to discharge their obligations to our own community before we allow them to inflict their allments on an-other city? This would be one way of "helping the thriftless." Giving material aid to ner is unable to work by reason of eickne or bodily injury, and even then the aid shou be only such as tends toward self-support. MILLER R. TRUMBULL. Registrar City Board of Charities.

Chief Gritzmacher Robbed.

Chief Gritzmacher's umbrella, one that will shed rain, although it has a few holes

## PROBABLE ROUTE OF THE WASHINGTON NORTHERN, THE UNION PACIFIC BRANCH FROM PORTLAND TO THE SOUND to be indorsed by the two conferences by the Co-Operative Christian Federation, which expects to invest more than \$50.000,000 in Oregon within the next few years. Cities will be founded both in the Willamette Valley and Eastern Oregon, but the building of the road is to come first of all. The per-fect city, of which much has been published, will then be established in the

that he had never asked for a franchise in his life but what the road had been built, and called attention to the magnifi-cent Los Angeles street railway system as proof of his ability in that regard.

J. Whyte Evans, premdent of the company, also spoke along similar lines, but deplored their limited local acquaintance, claiming that it was somewhat of a handicap on their efforts. There were business men in Portland, however, urged Mr. Evans, who were aware of their financial standing, and in addition their financial standing, and in addition their financial standing. as proof of his ability in that regard.

recent investments were an evidence of good faith. He contended that it was not business to tie up \$50,000 in a bond, claiming that they could use every dollar in

legitimate investments,
Attorney W. T. Muir likewise spoke in favor of the United Rallways Company, setting forth in detail the advantages that would accrue to Portland thereby and hinting mysteriously about railway connections with valley points at no distant day if they got the franchise.

#### Mr. McCusker Springs Surprise,

Thomas McCusker was the last speaker and created considerable comment by the announcement that if the committee could not grant himself and associates a franchise that they should do the next a franchise that they should do the next best thing by giving it to the United Railways Company, which he looked upon as second only to his own in point of good faith and reliability. McCusker seemed to think the Willamette Valley Traction Company men were promoters more than anything else, but he had

Traction Company men were promoters more than anything else, but he had made a personal investigation of the affairs of the United Railways people, he said, and found them all right.

Last night McCusker informed The Oregonian that he recognized the futility of proceeding further in the direction of securing a franchise on Francisco tract. curing a franchise on Front street as against the other two companies, and would probably withdraw in favor of the United Rallways Company unless the street was thrown open to all comers.

#### Vaughn Favors Selling Franchise.

There was some talk among members franchise, and the franchise a part of the railway system, and without the franchise of the committee of holding a special seather line could not be constructed, and the Williamette Valley Traction Company would have to abandon its operations, even though they had already expended \$30,000 in work throughout the Valley. He warned the Councilmen that no traction company could come into Portland from the south except along Front street, and offered to put up a cash bond of \$50,000 as a forfeit that his people would finish the road inside of two years.

Attorney Thomas presented letters from

to the franchises, in reality it pos sesses an ominous significance. known that a great deal of dissatis-faction exists among members of the Council relative to the low rate of toll, amounting to only 1 per cent of the gross earnings, imposed on the electric-lighting companies, together with the absence of any good-faith bond to be given as part of the consideration in granting the franchise.

#### Presage Their Failure.

For this reason it is believed the action of last night presages rocky traveling for the two franchises unless there is a material concession by the promoters along the lines indi-cated, it being almost a foregone con-clusion that the Mayor would veto them in their present shape, and that friends of the measures could not muster sufficient force in the body to override executive disapproval.

A batch of vetoes came up for consideration, and with the exception of

sideration, and with the exception of the Mayor's disapproval of the claim of Robert Robinson, Sr., for services in superintending construction work on the new garbage crematory, together with a bill of the O. R. & N. for freight on machinery of same, all the measures were passed over the Mayor's head in declsive fashion.

Included in the list was an ordinance relative to street improvements; another known as the "appropriations ordinance," and the famous Shepherd measure pertaining to the subpenaing of witnesses before investigating committees of the Council and compelling their attendance under penaity of fine.

#### Debate Over Stark Street.

The report of the viewers of the pro The report of the viewers of the pro-posed extension of Stark street from Tweifth to Thirteenth, will be given fur-ther consideration at the next meeting. Objections to the assessments charged against several of the property-owners were presented by J. M. Long and Judge Mallory, while J. N. Teal and E. H. Ca-halin make favories the sylvanter. Mallory, while J. N. Teal and E. H. Ca-halin spoke favoring the extension. Mr. Long charged that the cost of the im-provement was so assessed that some property-owners were required to pay \$6.30 a front foot, others \$4.50 and some even \$6.00. Mr. Teal contended that Stark would become a second Washing-ton street, and that the extension was needed on that account. Arguments were heard at considerable length and action postpoped.

land. His remonstrance was placed on

PVANCOUVER

OLUMBIA

An ordinance defining the fire limits of Portland was read the first time and referred to a special committee, consist-ing of Sharkey, Rushlight, Bennett, Willa and Kellaher. The ordinance defines the limits as at present with the excep-tion that additional territory on the East Side is included. The new district to be protected is bounded by lines run from protected is bounded by lines run from 100 feet east of Grand avenue and 100 feet north of East Burnside to East Clay street and the Willamette River.

#### Change in Liquor Laws.

An ordinance was introduced by Councilman Shepherd and passed providing for the payment of a fee of \$10 for the transfer of a liquor license. This amount will be required to be paid by the applicant for a license when the permit to sell

An ordinance providing for the creation and maintenance of a free employment bureau was read the third time and

John Annand, chairman of the commit tee appointed to conduct a gas investiga-tion, reported progress and resigned. He said that he was already a member of several Council committees and his time was so fully taken up that he was forced to neglect his own business. It would be impossible for him, he said, to continue to serve on the gas investigation committee. His resignation was accepted, and Mayor Lane will appoint his successor

#### MRS. DAGGETT A BAILIFF

Judge Frazer Gives Her Official Standing in Juvenile Court,

Mra M. E. Daggett was yesterday apointed a bailiff by Judge A. L. Frazer, which capacity she will be enabled to continue giving able assistance in the conduct of Juvenile Court work. Judge Frazer considers Mrs. Daggett peculiarly fitted for this particular line of work, as she has proved unusually successful with both parents and call-dren. She has had five years' active experience in charitable, rescue and aid work in Northern Alaska. The commo-dious hospital at Nome was built large-ly through her successful efforts in raising funds, and has saved scores of

#### Northern Pacific Magnates Here.

J. H. Hanaford, second vice-president, and A. G. Woodworth, traffic manager of the Northern Pacific, both of St. Paul, arrived in Portland last night in ton street, and that the extension was needed on that account. Arguments were heard at considerable length and action postponed.

The ordinance assessing the cost of the bitulithic pavement on Williams avenue was passed, although an objection was

Willamette Valley, following which will be founded smaller towns in East-

ern Oregon. The new road will run from Portland to the site of the new city, the location of which has not yet been defiwill cross the Cascades at one of the many available passes near the head-waters of the Santiam River. It will pass near Prineville to the Harney Valley, which it will traverse from one end to the other, following the Malheur River to Ontario. The line has been surveyed by capable engineers, and the project is said to be practicable and

The road will open vast tracts of timber lands, and more than 690,000 acres of irrigated and irrigable land will be tributary to the line. Most of this land will be irrigated by existing reciamation projects. It is also pro-posed to extend feeders into Idano, Nevada and California. It is the plan eventually have settlements of the federation all glong the trunk and main line, and the metropolis of all the cities will be in the Willamette Valley. It will have a population within five years of 50.000 persons, say members of the federation.

Rev. H. S. Wallace, the founder of the Co-Operative Christian Federation, says that the railroad will not cost less than \$15,000,000, and that it will be completed within two years at the He says Eastern parties are ready to take the bonds that will be issued by the federation for the construction of the road, and that he will visit New York the first part of next month to close up the deal.

## HEADING FOR COOS

HARRIMAN SURVEYING LINE FROM SAN FRANCISCO.

J. W. Bennett Tells of Railroad Situation in Southwestern Oregon, Road for Roseburg.

J. W. Bennett, of Marshfield, who is a est at the Hotel Portland, says a corps engineers is running a survey for outhern Pacific from Coos Bay to Francisco. Mr. Bennett states that the surveyors have been at work for some time and it is believed by many persons who have closely followed the railroad development of the West, that Harriman intends to build a line along the coast to head off, if possible, the Santa Fe, which, the intended to build to Coost it is rumored, intends to build to Coos

Mr. Bennett said yesterday that work upon the branch line of the Southern Pacific to Drain would begin as soon as the weather would permit. At Drain more than 30 miles of rails for the new road have been stored, awaiting for the opening up of favorable weather. Engineers are now making permanent surveys and other preliminary work preparatory to the actual construction Mr. Bennett says that if the Southern Pacific should build down the coast from

Pacific should build down the coast from Coos Bay that it would have a splendid grade all the way from Portland to San Francisco. He says the whole of the line would be very easy of construction. "There is also talk of the Spreckels read, which now runs from Coos Bay to Myrtie Point, a distance of 27 miles, being extended to Roseburg, with possible Eastern connections," said Mr. Bennett at the Hotel Portland yesterday afternoom. "This is no paper road and I believe that it will eventually be built. The owners of the road, who are worth milowners of the road, who are worth mil-lions themselves, of late have been meet-

acting separately.

A. J. Breed called attention to the necessity of transferring legally the Walla Walla College to the North Union Conference, and on motion a committee of three was appointed to make the transfer in legal form. The division of the form in legal form. The division of the funds of the now separated conference will be made according to the number of mem-bers. This division will likely be accomplished by a conference committee from

A meeting of the delegates from the North Pacific Conference held a brief ses-sion last evening, but did not organize, as the working committees had not pre-pared reports. Yesterday afternoon, a as the working committees had not pre-pared reports. Yesterday afternoon, a largely attended missionary meeting was held, which was addressed by several. Some of the delegates from the south will leave for their homes today and tomor-row, but the North Pacific Conference will not adjourn until Sunday

#### FAMINE FUND IS GROWING

Chamber of Commerce Committee Raises \$500; Total Nearly \$4000.

The committee appointed by President R: R. Hoge, of the Chamber of Commerce, to solicit funds for the relief of the stary ing Japanese continued its work with good success, yesterday afternoon. Nearly \$500 was raised by the committee during the day, and as yet only a small portion of the business houses have been visited. The fund is rapidly nearing \$4000, and the members of the committee are confident that \$16,000 will be secured without much

Among those who contributed yesterday were: Weinhard Brewing Company, \$100; Oregon Water Power & Railway Com-pany, \$100; M. Seller & Co., \$50; Neustadter Bros., \$50; Closset & Devers, \$35; Banfield-Veysey Fuel Company, \$25; W. G. Van Schuyver, \$25; Eastern & Western Lumber Company, \$100.

#### Would Establish Moral Quarantine.

PORTLAND, Feb. 21 .- (To the Editor.)-Some weeks ago, an editorial appeared in The Oregonian in which the question was asked. "Is there such a thing as giving wisely to the thriftless". A case which answers the

the thriftlers?" A case which answers the question came recently to the City Board of Charities, which may be of interest to those interested in philanthropy.

Some days ago, the police were called in to arrest a woman for assault and battery. Going to her home they found her in bed, apparently more severely injured than her antagonist. At any rate, she managed to convert the officers, and they left without her. An appeal for help for the family cannot be the convertion of th her. An appeal for help for the family came to the City Board of Charitles, and a visito

#### The Use of Malt Extract in Food

Cooked Wheat Treated With It and Then Baked Crisp and Brown Is Nutritious and Delicious.

Remarkable results are secured by treating whole wheat with malt ex-tract, as is illustrated by that widely known food product, Malta-Vita, some-times called "The Perfect Food." In the preparation of Maita-Vita we have these two factors.—(a) the whole wheat, steamed and cooked in absolute

cleanliness and containing every food element necessary to the sustenance of the human body, (b) pure malt ex-tract containing all the nutrition of best selected barley in a readily di-gestible form, so nutritious and strengthening that doctors everywhere

The malt extract, mixed with the the wheat into maltose, or malt sugar, an active digestive agent. The result an active digestive agent. The result is a perfect food, rich in all the nutri-tion that builds up bone and blood, brain and muscle, healthy tissue and

brain and muscle, healthy tissue and nerve force.

And Malta-Vita is good to eat. There's nothing like it, nothing that can take its place. After being mixed with the malt, the wheat is rolled into wafer-like flakes every grain a little flake—and then baked in great, clean ovens under most intense heat. From the ovens Malta-Vita comes crisp and brown, "done to a turn," the most delicious, the most healthful food in the world. All grocers

office last night, just after he had held a long conference with two women, who were subsequently locked up on a charge of vagrancy. Mrs. J. Oliver and Sadie Erickson, the women arrested, are said to have stolen ribbons, lace and handkerilefs from the Meier & Frank depart-

ment store. Detective Jones, who arrested the two women, was detailed by the Chief to find the missing "mush," and the Chief also nade a personal investigation. The head of the department was the first to find a clew. After Jones, Captain Slover, Sta-tion Officer Inskeep, Jailor Evans and Patrol Driver Isaacs had fallen down on the case, the Chief suggested that the two women be searched for the missing um-brella. Jones made a trip to the woman's ward and found the missing article in ession of one of the wome

"POTTER" IN SERVICE.

Queen of River Boats Is Now on the Astoria Enjoy a trip to Astoria on the Potter. You will always remember it. Leaves Ash-street dock every night at 8 o'clock, except Sunday. (Saturday night, 19 P. M.) Round trip, 33. Particulars at Third and Washington streets, Portland.

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LADIES, WHITE HOSE SUPPORTERS, the pair 10c
WHITE BUSTER BROWN BELTS,
each 25c
WHITE BACK COMBS, each 25c

White Net and Open Work Cen-

ed White Bureau Scarfe and Spinshes .... 10c and 15c