NO WACON BRIDGE

Vancouver Commercial Glub Makes an About Face.

RESCINDS ITS RESOLUTIONS

At First Citizens Favored a Wagon Course Over Columbia River Railroad Bridge at Any Cost-Now They Are Against It.

Some of the good citizens of Vancouver have changed their minds. About a month ago a petition to the Government found a number of signatures in Clark County a number of signatures in Clark County for a wagon course across the proposed railroad bridge at Vancouver. The peti-tion asked, unless a roadway were added to the structure, that Congress should refuse to grant a franchise to the Wash-ington & Oregon Railway Company. Last Tuesday night the Commercial Club of Vancouver and the Commercial Club of Tuesday night the Commercial club of Vancouver declared itself against the petition. A mouth ago many Vancouver people were strenuously in favor of holding up the franchise. Now they are just as strenuously arrayed the other way.

To a reporter who visited Vancouver the strength of the

yesterday it was admitted that sentiment has taken a radical change. But the citi-zens explain that a better understanding of the situation has come with mature reflection. Some of them declare that the petition was rushed around and that its signers attached their names to it inconsiderately, just because it seemed to be a

"Why, it did not even have time to in-"Why, it did not even have time to in-cubate," said one of them yesterday. "It was not an expression of the universal opinion of the city. Neither was it the expression of the Commercial Club, al-though it was signed by the president of that organization. It was not discussed by the club as a body and no official ac-tion was taken on it."

Debate Grows Warm.

A warm debate has been radiating its heat in the precincts of the city. Last Tuesday night, when the Commercial Club went on record against the petition, the went on record against the petition, the discussion waxed several caloric degrees hotter. There is considerable indignation that the petition has been represented as the offspring of the Commercial Club. But tra wagon-bridge people are con-stantly lessening in number, and if it were not for this, the disaffection might mature nto a municipal schism.

Members of the club maintain they have

authoritative assurance that the railroad would sooner not build the bridge than submit to the condition proposed. "We prefer the certainty of a railroad bridge alone to the uncertainty of a railroad and wagon bridge together," they say.

Railroad Bridge at Any Cost. "Twelve years ago we thought we had a railroad bridge. Sconer than go without the bridge for another 12 years, we shall make the most of the present opportu-

Petition That Is Rescinded. The petition that emanated from Van-

couver a month ago was as follows: The undersigned citizens of the State of The undersigned citizens of the State of Washington respectfully represent that any law authorizing the construction of a bridge across the Columbia River at Vancouver, Wash, should provide that said bridge be made a wagon bridge as well as a ratiroad

provision for wagon transportation is of The provision for wagon transportation is of the utmost importance to the cities of Van-couver, Wash., and Portland, Or., to the peo-ple of both state and to the Government of the United States for many reasons, including the

At Vancouver, on the north bank of the Columble River, is located the most important military post in the Northwest, and across this river, five or six miles away, lies Portland, the largest city in the Northwest. The convento the public and the utility and economy to the Government of an open road at all times between that city and Vancouver are, therefore, obvious, while the necessity for it in emergencies is equally plain.

Emergencies such as war or popular disturbance may arise at any time, and one of the emergencies that demonstrates the necessity of a wagon bridge has just occurred, being an ice blockade in the Columbia River, which, for about two weeks, has prevent or rendered cir-cultous, expensive and hazardous the transfer and freights between Vancouver of pascengers and freights between Vancouver and Portland.

This ice blockade has occurred many times

in the history of this region, and may occur in any future Winter, with increased duration, and to such an extent as to destroy absolutely communication or transportation between these

Wherefore, for convenience to the producers ers, in the matter of ordinary transportation, for economy and convenience to the Government in military transportation and for protection to the public in the great emer-gencies of ice blockades, foreign attacks and internal disorder, we ask that any charter to be granted for the construction of a bridge between Portland and Vancouver shall abso-

Portland Must Tack, Too.

In accordance with the request of Vancouver citizens the petition was indersed by the Board of Trade and Chamber of Commerce of this city. These two bodies are therefore put to annoyance, since they have sent their approval to Congress, Yesterday the Board of Trade rescinded its indorsement and telegraphed Oregon Congressmen to that effect. President Mears, of the Chamber of Commerce, at the request of the Vancouver citizens, has agreed to bring the matter before that body for reconsideration, provided the grounds therefore are submitted to writ-

Vancouver does not deny that it would like to have a wagon bridge. It says that since it cannot get what it would like it will take what it can get. It is not so sure, even if a wagon course were pro-vided, that any benefit would come. Approaches to the bridge would have to be built at the expense of Clark and Mult-nomah Counties. The cost of the approach on the Oregon side would be very large, inasmuch as it would probably have to extend as far as Shaw's (Hayden's) Island. Moreover, unless a trolley ere laid on the wagon bridge there would be little improvement over the present ferry system, and besides, the railroad company has given assurance that it will run frequent trains between Vancouver and Portland.

Fear of Losing Trade.

Some opposition to the wagon bridge has come from the apprehension that a wagon course would divert trade from Vancouver to Portland. If this argument has much prevalence, it is sub rosa, how-ever. Almost everybody says that better communication between Portland

and Vancouver would benefit both cities Opposition to the wagon way is also professed because of the report that the bridge is to be built two miles below Van-There is, however, very little ground for the report. On the contrary, the Washington & Oregon Railway pur-chased the pler in the Columbia River that was owned by the Portland & Puget Sound Railway Company. The price was about \$15,000. Here the Colum-bia River is narrower than at any other available point, Furthermore, if the bridge were located a mile or two further down the railroad would have to make a long detour. At present the rall-road comes to an abrupt stop, directly then truly be a 'City of Roses.'" opposite the stone pier.

Bridge May Be Held Up. It is found to be comparatively easy rescind and withdraw wordy remonstrances and resolutions, but there is one thing that is not so easily reversed. In thing that is not so easily reversed. In the absence of General Randall in the East the commandant of the Vancouver Army post was persuaded against his better judgment to telegraph the War Detter judgment to telegraph the War Detter

tion of the proposed bridge in the man ner authorized by the bill pending i Congress. How to render that action in Congress. How to render that action innocuous is somewhat puzzlins. If is
presumed that the War Department has
already referred the protest to the Corps
of Engineers for investigation, and that
in the course of a few months the engineers will get around to the matter, and
after a few months more will make a report. And that report may recommend
just what was contemplated when the
Vancouver people made protest, and precisely what they do not want now. The
delay, too, will postpone construction of
the bridge nobody knows how long-maybe
defeat it altogether, so far as Vancouver
is concerned. Here arises the horrible
possibility that the railread company will
abandon the Vancouver site and go farabandon the Vancouver site and go far-ther down the river to build its bridge and in this spectre Vancouver sees an end to all its dreams of greatness.

TO MAKE A ROSE CITY.

Novel Idea for Lewis and Clark Fair

The Unitarian chapel was crowded last evening with a gathering of representative people who turned out to hear be kept constantly in service in repairing the lecture of William S. Sibsen, en- of streets; and that \$7000 should be ap-

DISCUSSES BAD STREETS EXECUTIVE COMMITTEE OF BOARD OF TRADE URGES REFORM.

Board of Public Works, Common

Council and Board of Health Will

Be Asked to Act.

improvement of streets occupied a great deal of the time of the executive committee of the Board of Trade at its meeting yesterday afternoon. Secretary Moore said he had seen H. W. Corbett, and Mr. Corbett had recommended the following of court decisions in the wording of contracts and the assessing of property for improvements. Mr. Corbett also said that the wooden block pavement to be laid on Fourth street should have a stone center and brick sides; that a protest of 80 per cent of the property interested should be required to stop an improvement; that a provision should be made for two or three carts which should

matter was referred to the advisory com-mittee of the Lewis and Clark Fair. N. W. Rountree, T. L. Martin and A. H. Rrayman company. Breyman, composing the committee to which was referred the resolution urging Congress to consider favorably the appli-cation of the Pacific Commercial Cable Company to lay a cable from the Pacific Coast to the Sandwich and Philippine Isiands, presented a report. The committee very thoroughly, and in its judgment the Pacific Commercial Cable Company should have the hearty support of the Oregon representatives now in Washington in attempting to defeat the bill now before Congress providing for the laying of a Government cable from the Pacific Coast to Manily, and it recommended that the resolution be adopted and transmitted to the Oregon delegation at Washington the organization of the Oregon and Co-

without delay. The report was adopted. Secretary Moore said the railroad com-panies were taking an active interest in lumbia River Basin Board of Trade, They have agreed to instruct their agents to obtain the names of all commercial bodies in their districts and send them to the secretary. Mr. Moore will then write to each club or association, informing it of the objects of the larger board and inviting it to send a delegate to the convention, which will be held in Portland April 10. Mr. Moore also reported that the 10,000 tons dead weight, and shall admit

ALL O. K. FOR DRYDOCK

CONTRACTORS AGREE TO SIGN A GUARANTY BOND.

Structure Must Be Operated Satis factorily for a Year-Bids Opened.

The annual meeting of the board of Port of Portland Commissioners was held yes-terday, and all the officers were re-alected, News was received that Faber, Du Faur & Donneily, of New York, contractors for the floating sectional drydock, had at last consented to give a bond that the dock would operate satisfactorily for one year after the date of its completion, and bids for the auxiliary machinery for the new dredge and the pontoons were opened.

When the message from the drydock contractors was read, Commissioner Ad-

LAST DAY'S REGISTRATION REACHES 845.



SCENE AT THE COUNTY CLERK'S OFFICE YESTERDAY.

The registration books were closed at 9:30 last night, and the total for the day was 845. This brings the total registration at the Courthouse up to 16,634, of which but few are Democrats. The registration in the entire county will be somewhat larger than the foregoing figures, as all voters in the country precincts did not come to the city, but were permitted to register in their respective precincts. The books will remain closed until after the primary election Saturday, after which they will be reopened and registration accepted until May 15 for the June election. There was a large crowd at the County Clerk's office all day yesterday, but the force of clerks was adequate, and the voters were not kept long waiting

in hearty sympathy with the suggestion of my friend and follow amateur, Mr. F. V. Holman, to make Portland a 'City of Roses,' and if our people will take up with the idea it can be done. I may say that, to a great extent, our city already deserves this title, as all will admit who have visited its residence districts in Summer and seen its many gardens graced with beautiful specimens of the rose. But to consummate this idea properly, it is not only in the yards and gardens of our fine residences that the rose should be found. It is also the poor man's flower, and should be grown by all our people. There is no home so humble but what can be improved, beauti-fied and endeared to its occupant by

"Our climate is suitable; in fact, I be-lieve it is ideal for some varieties, and our soil is unexcelled for culture of the rose. I had the good fortune last Summer to be present in London at the annual rose show of the National Rose Society, of England. It was a grand sight, and one never to be forgotten, to see those hundreds of exhibits of the choicest roses from all parts of the British Isles, I can assure you, however, that the quality, beauty, color, size and perfection of some of the roses I have seen exhibited at our relatively little rose shows in Portland, Or., compared favorably and in some cases even excelled those I saw at the great rose show of England, I do not think that I can better close these marks than by repeating what I said at the beginning: If we have beautiful roses in our hearts we can and will have

the Simon corruption fund,

and you have been informed

otherwise that the perma-

nence of your jobs depends on

the measure of your activity

in the Simon cause. But you

will be wise to carry your la-

bors no farther. There will

be another day. A few of you

have been extremely busy in

helping pad the registration;

but you may as well know

that a most complete check

has been placed on all illegal

voters. The registration of

every person on the list has

been examined, and the fact

of their residence at the place

given tested. If you ald these

persons to vote on primary day, you will take the conse-

quences. This is a good time

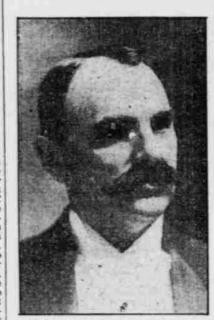
After Mr. Sibson's address Frederick V. Holman made some brief remarks upon

the beautiful roses of the city. After the

adjournment a number of new members signed their names to the constitution of

for you to lie low, anyway.

have a sidewalk inspector, have inquired Secretary Moore.



of Port of Portland Commission.

said Dr. Moore. Mr. Boiss said that in some cities a per-son or corporation wishing to secure gas or water connection must deposit a sum ADVICE TO POLICEMEN AND FIREMEN. which will meet all the expenses of ex-cavation with the City Engineer before he can obtain a permit. The excavation is made under the direction of the City En You have been required to contribute specified sums to pleted the balance of the sum deposited,

> cant for the permit.
>
> That ended the discussion. Consideration will be resumed at the regular meeting

> if there be any, is returned to the appil,

Monday. Mr. Guinean moved that a committee be appointed to await upon the Common Council, the Board of Public Works, and the Board of Health and ascertain wheth er any action had been taken in the matter of street improvements, as rec-ommended by the Board of Trade at a recent meeting. The committee will co-operate with a like committee to be ap-pointed by the Federated Trades Coun-

cil. The motion was carried.

President Beach reported that he had seen Secretary Swigert, of the City & Suburban Railway Company, in relation to the improvement of those parts of the streets lying between the car tracks. Mr. Swigert told him that his company would do everything in its power to put the streets in good condition, and he would appear before the board and speak of the improvements contemplated, if necessary. Mr. Swigert was invited to attend the meeting of the board, and a similar invitation will be sent to the of-ficers of the other railway companies. Dr. Moore said that about \$160,000 was needed to complete the amount of capital-ization of the Lewis and Clark Exposi-tion. This sum should be raised at an early date, and some people who have already subscribed may be asked to subscribe again. There are in the city, Dr. Moore said, about 20 lodges of various fraternal orders. Many of them are wealthy, but few have subscribed. The

would doubtless begin shortly.

A letter was received from Senator A letter was received would do all in his power for the commerce of Portland. He could not secure the work on the transport Seward for Portland, because the War Department had been told that this city had no facilities for docking the vessel. He suggested that the board and other business men have a conference with General Randall and endeavor to convince him that Portland's facilities are equal to those of any other city, ator Mitchell was told at the War partment, that when the repairs to the Seward are completed she will probably be sent to Manila for duty there.

On motion, the resolution recently adopt ed favoring the addition of a wagon deck to the bridge which the Washington & Oregon Railroad Company will across the Columbia was rescinded. The resolution was adopted at the request of the Vancouver Commercial Club,

Smash the ring. A vote against the regular ticket will do it.

Terminal Rates Ordered. ST. PAUL, March 13,-The Great North ern and Northern Pacific Railroads will ceive orders from the State Railway Commission tomorrow directing that merchandise terminal rates be applied at once to Fergus Falls, Crookston and Moorhead, reached by both lines, and to Brainerd, served by the Northern Pacific Jobbers at those points will be benefited by a reduction in distributing rates

> HOBOS! ILLEGAL VOTERS! BEWAREL

The police cannot "square"

If you attempt to vote at the primary election Saturday you will be arrested. Sheriff Frazier says: "My deputies will be at

the polls instructed to arrest all illegal voters." Watchers and challengers will have complete information concerning every man in the precirct. Arrested per-

lain's warning: "Illegal voters will be prosecuted. The election must be honest." The penalty is fine and im-

sons will be prosecuted. Here

is District Attorney Chamber-

prisonment. police cannot And the "square" it.

averaging 5 per cent and reaching in single instances 15 per cent. Both lines are directed to file at once tariffs applying the rates ordered.

He Is the Same L. M. Davis. PORTLAND, Or., March 13.—(To the Editor.)—Could you kindly inform me and the Scandinavians in precinct No. 53 al orders. Many of them are whether L. M. Davis, nominated as a delegate on the Simon ticket in precinct should be visited, and an effort 53, is the same L. M. Davis who, as a Secretary Moore called attention to the fact that the Japan fair will be held in 1963. It would have a direct bearing on the Lewis and Clark Fair, he said. The

titled, "Selection, Planting, Cultivation and Management of the Rose for Exhibition." The lecture was delivered under the suspices of the Portiand Rose Club, and was one of the best ever heard in the city.

Mr. Sibson began by relating his methods of preparing roses for exhibition, and an excavation made would be filled improperly, and the tax-and told, in general, of his methods of cultivation. The different varieties of roses were discussed at some length, particular attention being given to those that thrive in this climate. The care of the rosebush during the Autumn and Winter months was minutely described. In conclusion, Mr. Sibson said: "I am in hearty sympathy with the suggestion of the Portiand and the repair of a street would be granted to some person or corporation, and an excavation made were in bad condition. Permission to use a street would be granted to some person or corporation, and an excavation made were in bad condition. Permission to use a street would be granted to some person or corporation, and an excavation made with the city. On the tax the plant of the Portiand and the Portiand and the Portiand and the contractors may make to this city. On each of the Portiand and the plant or corporation, and an excavation made work astifactority for one year from the date of completion. During construction to the Portiand and the contractors with the contractors with a seried in the city.

A general discussion followed, and Dr.

A. W. Moore said many of the streets a street would be granted to some person or corporation, and an excavation made were in the contractors with the contractors with a devertisements to put boxes at various corporation, and the tax—association had taken a stand daginst the companies of the Portiand Completion. During construction the active work at taken a stand daginst the completion. During construction the provided in the Portiand and taken a stand daginst the completion. During construct titled, "Selection, Planting, Cultivation propriated annually for the repair of Lewis and Clark Civic Improvement As- vessels drawing 25 feet of water. It must receive 5 per cent and the inventor, Frederick Lang, 10 per cent of the cost of construction. If the superintendent of contruction shall prove unsatisfactory to the Port, he shall be removed and repli by the contractors. Within 30 days after the signing of the contract the contractors and patentee shall give a surety bond in the sum of \$150,000 that the dock will operate successfully for one year. The con tract will be forwarded to New York at once, and an answer will be received the course of a couple of weeks.

Bids for the auxiliary machinery were opened, and the lowest were: Willamette Iron Works, \$63,000, work to be completed by August 1; Portland Iron Works, not including the electric light plant, the machinery to be completed by November 1, \$59.780; Pacific Electric Company, for electric light plant, \$1270; Oakland (Cal.) Iron Works, \$59,800, work to be completed by September 1.

Blds for separate parts of the machinery were: Oakland Iron Works, for cutting acachinery, suction and discharge pipes, etc., \$17,516, and for heaters, condensers, etc., \$11,995; Columbia Engineering Works, cutting engine, \$2960; Washington Iron Works, two winding engines, \$3250; lamette Iron Works, winding machinery, \$4500; Pacific Electric Company, electric light plant, \$1290; total, \$41,501. Engineer Lockwood said the fire service would cost about \$250; wire rope, \$2250; levers and quadrants, 2750; pipe and fittings, \$5000, and setting the machinery, \$5000, making a total, if the separate bids were accepted.

The board was not disposed to let the work out to half a dozen or more con-cerns, and without discussion the bids were referred to Commissioner Swigert and Engineer Lockwood, who will repor them back with recommendations this

had been appointed a special committee to inspect the dredge Portland, recommended that new dry pipes be placed in the pollers at a cost of \$150; metallic packing, \$350; a new air pump, \$500, and new heaters, \$500. The report was adopted. The contract for building 30 pontoons was awarded to Joseph Paquet, whose bid

The annual election of officers was held. and resulted in the re-election of President Banfield, Vice-President Swigert, Sec retary Selling and Treasurer Reilly.

President Banfield presented his first annual report. It showed that during the oredging operations of the year a total of 1,332,057 cubic yards of earth were removed from the harbor and the bars, at a cost of \$43.175 46. The income for the year was \$52,617 57, and the expenditures \$70,222 81, leaving a deficit of \$17,695 24. Speaking of the new dredge, the president said the hull trusses would be ready April 18, the bollers about June 28, the main engines July 8, the ladder, the centrifugal pump and the rubber connections, about July 1. the hull and house to be finished July 1. The delay in the building of the drydock was explained by the president, who stated the various causes which held the work in check. As everything is now in readiness to proceed with the work just as soon as the contract is signed, Mr. Banfield suggested that a committee be appointed to look into the matter of selling bonds in the sum of \$400,000, which the board is emowered to issue. Referring to the dredge Portland, he said as it is now very old, it requires a great many repairs, and the tills have been rather heavy. The dredge is now laid up, and repairs are being made under the direction of Chief Engineer under the direction of Chief Engineer Kane. Continuing, the report said: There is urgent demand for deeper water at the wharves, and particularly on the East Side, from the O. R. & N. dock down to the old drydock site, at which point of the harbor the greatest amount of shipping is done. I think

A LITTLE BIG WASTE.

ISTINGUISH between economy and wisdom. Sitting at home to save shoe-leather is economy, but it is scarcely wisdom. In the same way, doing without Ivory Soap is economy but it isn't wise; your risks are greater than all possible saving. Every cheap soap contains free alkali. Now, free alkali will eat its way through the new oil cloth on the kitchen floor. Imagine, then, what it will do in a single Monday's washing! Is such economy wise?



So brittle and tender, so in every way delicious, are only possible by using The H-O Co.'s Pancake Flour, a combination of rice, corn and wheat flour, ready to use.

the interests of the port at large demand im mediate action to alleviate the situation and am of the opinion that arrangements can be made at this time with the property-owners to pay the greater part of the expense of this work, and therefore suggest that the committee work, and therefore suggest that the committee on harbor lines appointed some months ago interview the property-owners to this end, and see if they will undertake the work of bulk-heading at once, to provide a dumping place for the material dredged, and report back as sonn as pessible so that the dredge can ned and kept at work as long as

During the last month Mr. Kelley, with During the last month Mr. Kelley, with a crew of seven others, has had the Webona and house seow down the river surveying and mapping the various bars, from Eagle Cliff up to Willow Bar, where he is at present. He advises me that this work will be completed in about two weeks' time. This will, doubtless, furnish valuable data for our future

Palpitation of the heart, nervousness, tremblings, nervous headache, cold hands and feet, pain in the back, relieved by Carter's Little Liver Pills.

Take the best when you need medici-Hood's Sarsaparilla is the best medicinaney can buy.

SCHOOL GIRLS.

School girls are proverbially pretty. Fact is, it's a pretty age-that time in a girl's life when she has all the beauties of womanhood without the later lines of care and worry.

But here and there even among school girls appear pale drawn faces-a dullness and lack of freshness which tells a plain story of thin blood.

Now this is not right. But Scott's Emulsion can make it right. Scott's Emulsion is what these pale girls need. Scott's Emulsion brings back the beauty to their faces because it is blood food.

Send for Free Sample. SCOTT & BOWNE, Chemists, 409 Pearl St., N. Y.



Uncle Sam's Mail Service

requires physical and mental ability of a high degree to withstand its hard labors. The high tension to which the nervous system is constantly subjected, has a depressing effect, and soon headache, backache, neuralgia, rheumatism, sciatica, etc., develop in severe form. Such was the case of Mail Carrier S. F. Sweinhart, of Huntsville, Ala., he says:

"An attack of pneumonia left me with muscular rheumatism, headache, and pains that seemed to be all over me. I was scarcely able to move for about a month when I decided to give

Dr. Pain Pills and Nerve Plasters a trial. In three days I was again on my route and in two weeks I was free from pain and gaining in flesh and strength. Sold by all Druggists.

Dr. Miles Medical Co., Elkhart, Ind

MISCALLED "HAIR TONICS."

Most Hair Preparations Are Merely Scalp Irritants, of No Value. Most hair preparations are merely scalp irritants, miscalled hair tonics. When hair is brittle, lusterless and begins to fall out, the dandruff germ is getting in its deadly work at the root, sapping the vitality. Since science discovered that dandruff is a germ disease there has been dandruit is a germ disease there has been only one preparation put on the market that will actually destroy the dandruff germ, and that is Newbro's Herpicide. It allays itching instantly, destroys the germ; and then falling hair stops, and hair grows luxuriantly. Ask your drug-gist for Herpicide. It allays itching ingist for Herpicide. It alle stantly; makes hair grow.

Regulates the menstrual flow, cures les corrhoca, falling of the womb and all the other ailments peculiar to women. Buy a \$1 bottle from your druggist to-day.