

SCARCITY OF BRICK

Proprietors of Yards Are Unable to Fill Orders.

FEARS OF A SUMMER FAMINE

Contractors Are Rushed for Material and Make Complaints—Delay Is Said to Be Due to Bad Weather and Rough Roads.

The construction of brick buildings in the business and suburban districts has caused a demand for brick so unusual at this time of year that the proprietors of yards have been unable to meet it. There is no scarcity of brick, says L. E. Kern, of the City Brick Agency, says, but bad roads and a lack of teams delay the delivery. Some contractors say that even were the Agency able to make prompt delivery it would not be able to supply the demand, and if the march of improvement continues during the summer Portland, unless its facilities for manufacturing brick are increased, is likely to suffer from a brick famine. Usually at this time of year Portland does not have any great demand for brick, and the contractors do not in any great rush for such material. However, this year a number of large buildings are being erected, and in some cases the contractors are being pushed for brick, and they are not slow in saying that the yards are not being worked to their capacity, or if they are the capacity is inadequate. Asked about the statements of the contractors yesterday, L. E. Kern, who has had charge of the City Brick Agency for the past year and who has just resigned his position, said that there would be no trouble whatever in supplying brick for building. At present, he said, there is no scarcity, but delivery has been delayed by bad weather and rough roads. The yards of the six firms and individuals represented by the Agency—Versteeg Bros., Kern Brick Company, Krebs Bros., Bandler & Kinsey, O. T. Cook, and James Anderson—are located some distance from the city center, and it is said that the streets are in such poor condition that loads cannot easily be hauled.

"We have had quite a rush of orders in the last few days, and we have not been able to fulfill them as promptly as we have been doing heretofore. All our yards are in operation excepting the one at Fulton, and we shall reopen that one in case of necessity. The other yards supply all the brick that Portland needs, and at any other time of year the so-called scarcity would not be noticed. It is noticeable only because rough roads and rough weather have delayed deliveries. There is no real scarcity, and Portland is not likely to suffer from the want of brick because we have contracted with a number of outside yards, located on the railroads, for large quantities which we can place in Portland on short notice. We could also reserve the yard at Fulton, but as the plant is an expensive one to operate, we shall wait until there is a real demand. The Fulton yard turns out a harder brick than the others, but its manufacture requires more labor, more fuel and more expense generally.

"If there were any real scarcity the price of brick would increase. The present price is just what it was a year ago, \$7.50 per 1000. All the other material men have raised their scale, but the brick manufacturers have stood by the old rate.

DISTRIBUTION OF WEALTH

Interesting Lecture by Professor Frederic C. Hicks, of Ohio.

Professor Frederic C. Hicks, of the University of Cincinnati, Ohio, addressed the Economic League last night on "The Distribution of Wealth." Considerable excitement in political circles at this time, a surprisingly large audience was gathered to hear the professor's lecture. Professor Hicks' subject was a subject by a cursory survey of the past, showing the marvelous progress of industrial activity along with the expansion of community life.

HOUSEBOAT FOR FRATERNITY

Phi Delta Phi, of Law School, to Have Fine Headquarters.

Chase Chapter of Phi Delta Phi fraternity of the Law Department at the University of Oregon, has just purchased a substantial houseboat for a fraternity headquarters and is going to considerable expense in fitting it up and furnishing it. It originally belonged to Richard Clayton, and is one of the best-constructed and largest boats on the river. It is to be towed to the boat slip in the center of town during the winter, as a regular business headquarters, and in the summer months it will be moored up the river near Ross Island, where it will be a pleasant summer retreat.

STATE W. C. T. U. MEETING

Executive Committee Will Hold Convention in Grace M. E. Church.

The executive committee of the State Woman's Christian Temperance Union will convene in the city this evening at 8 o'clock, in the Grace M. E. Church. Following is the programme:

CATARH OF THE BOWELS.

Cures bloating after meals and large quantities of gas which cannot be expelled, cause diarrhoea, alternating with constipation. E. B. Catarrh Cure has a tonic and curative effect on the bowels and restores them to a natural and healthy action and condition. For sale by all druggists. Book on Catarrh free. Address Smith Bros., Fresno, Cal.

MYSTERY IN COURT CASE

WHAT DID MRS. ROGERS DO WITH MARY DEMPSEY'S MONEY? It Is Gone, Mrs. Rogers Is Dead, and Now Miss Dempsey Is Sued on a Note She Never Signed.

BIDS FOR CITY CONTRACTS.

Board of Public Works Considers Figures on Sewers and Streets.

The usual weekly meeting of the Board of Public Works was held yesterday afternoon, and was attended by all the members except Chairman Mills. In the absence of the presiding officer, Mr. Bryman took the chair.

City Auditor Devlin reported that he had examined the bids presented at the last meeting, and found that the lowest bidder was the following:

For sewer in East Twenty-first street, from the north line of East Stark to the

SPRINGFIELD IMPROVEMENT LEAGUE FOR SWEEPINGS AND WASTE PAPER. NEW KIND OF STREET WASTE BOX USED IN SPRINGFIELD, O. Articles of Incorporation. Exploration & Development Company. Court Notes. Tacoma Golf Meet.

SEWER ON EAST PINE, the Jacobsen-Bode Company, 4-47.

For sewer in East Twenty-second street, north of East Stark street, to the Pine-street sewer, John Bays, \$366.77.

For sewer in Sacramento street, from East Seventh to sewer in Union avenue, John Bays, \$333.20.

For sewer in Mississippi avenue, from Jackson to sewer in Shaver street, John Bays, \$512.

For the improvement of Russell street, from the west line of block 2, Brendle's Addition, to the west line of block 1, Freshet's Addition, Reilly & Stevens, \$337.74.

Bids for street and sewer improvements were opened as follows:

Patton avenue—Lind & Manning, \$456.19; N. H. Golden & Co., \$282.81; Debur & Bauer, \$298.49; John Klerman, \$247.13; J. R. O'Neill, \$489.82; Pacific Construction Company, \$378.75.

Sixteenth street—Reilly & Stevens, \$330.84; Golden & Co., \$292.43.

Ivy street—Lind & Manning, \$715.85; Louis Jenning, \$601.26; Reilly & Stevens, \$663.66; Debur & Bauer, \$557.89; J. R. O'Neill, \$569.82; Gletsch & Joplin, \$367.47.

Sewer in East Ninth street—furnishing it. It originally belonged to Richard Clayton, and is one of the best-constructed and largest boats on the river.

It is to be towed to the boat slip in the center of town during the winter, as a regular business headquarters, and in the summer months it will be moored up the river near Ross Island, where it will be a pleasant summer retreat.

The house has been conveyed to a board of trustees, who are to hold it in trust for the fraternity and also to see that it is furnished properly. The board consists of three alumni and two active members. The present board is J. P. Kennedy, W. L. Morgan and Edwin Mays for the alumni; and Paul Dick and Jay H. Upton from the school.

"It is impossible," said he, "to have a \$100,000 plant to supply the needs of a township. Only by the development of National, and, indeed, international, communication, is the production of wealth on a large scale possible. Along with this vast production of wealth goes the problem of the distribution of wealth.

"This distribution takes place in the acts of buying and selling. Few people produce the things they themselves actually require. They get what they need by selling and buying. The share each one receives of the world's wealth depends, then, on the value of the things a man has to sell, and the value of the things he desires to buy.

"Now, is this system fair? Some men say that the fact that millions exist on the one hand, and millions more, on the other, is evidence of unfair distribution of wealth. Others say that the fact that some men are out of employment, and therefore poor, is also evidence.

"But are there fair tests of the system? Is it not a hard historical fact that industrial progress has always resulted in putting some men out of employment, though in the long run many more men were employed? True, there are some good, industrious men out of employment; there are some private fortunes based on injustice. What, then, is an adequate test of the system of distribution? Is it not just this—that the system should give every one an abundant opportunity to improve his condition?"

"Now, undoubtedly the present system is open to some criticism. It should not be necessary for a woman to be in the dilemma of choosing between want and a surrender of her honor or for a business man to be compelled to choose between failure, on the one hand, and adoption of his competitor's unscrupulous methods, on the other.

"Some men would say: 'Let wealth be distributed according to men's needs. But if men decide upon their own needs, there will be a general scramble, and society will revert to primitive conditions.

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TUG FOR THE ENGINEERS

O. R. & N. CO. PLACES ONE AT SERVICE OF GOVERNMENT.

AT REQUEST OF CHAMBER OF COMMERCE

SOUNDINGS WILL BE MADE AT MOUTH OF THE COLUMBIA.

The O. R. & N. will place one of its barges at the disposal of the Government Engineers for sounding the depth of the mouth of the Columbia River. A committee of the trustees of the Portland Chamber of Commerce called upon Mr. Mohler yesterday and asked him to assign the tug to the use of a tug.

The Chamber of Commerce made the request because of rumors which have been floating up to Portland that the bar at the mouth of the Columbia River is becoming shoal. At the meeting of the trustees yesterday afternoon a committee of two members, W. J. Burns and W. H. Ayer, was named to wait upon Mr. Mohler and to make known the desire of the Chamber to ascertain the actual conditions of the bar. The Chamber sent a request by telegraph yesterday afternoon to the Oregon bar pilots for their cooperation in the work.

Letters were read from E. G. Crawford and H. W. Arnold, of the Vancouver Commercial Club. They desired to have the tug used for sounding the bar at the mouth of the Columbia. The trustees decided to acquiesce to the request.

Mr. Crawford wrote, in part, as follows: "The great depth of the bar, about 50 feet, would make a very expensive approach on this side, which I do not think the City of Vancouver is at this time prepared to make. On the Oregon side the bridge ends on Hayden's Island. Multnomah County would be obliged to bridge Hayden's Slough, as well as the bar at the mouth of the Columbia, and it would be useless to have a roadway on the bridge unless these approaches were built. The cost of these approaches would be constructed for several years to come." E. M. Randa wrote:

"Neither the Commercial Club nor the citizens of Vancouver and Clark County are opposed to a wagon-bridge across the Junction with the railway bridge. But people fear that the fight to secure a wagon-bridge may endanger the passage of the bridge across the Columbia River. This might mean indefinite postponement of the building of bridge."

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