# FEW BRIDGES OPEN

## Nearly Three Miles of Them Closed as Unsafe.

## EARLY RELIEF IS IMPOSSIBLE

Only Means of Securing Money to Re build or Fill Bridges Found in New Charter-Cost Will be Fully \$150,000.

Nearly three miles of the bridges and elevated roadways by which the business center of Portland is connected with the center of Portland is connected with the residence suburbs are in such bad repair that they have been closed as unsafe for traffic and people have to make long circuits to get around the breaks in the lines of communication. The few bridges which remain open are in such bad condition that unless repairs are soon made, they will also have to be closed. The city has no funds to pay for repairs for reno funds to pay for repairs for rebuilding, and the present city charter makes it practically impossible to have the work done at the expense of the property-owners. There is no prospect of relief until the new charter is adopted by the Legislature. Then the city will have enlarged powers of levying taxes and of having improvements made by the creation of local improvement districts.

This, in a nutshell, is the situation with
which the city is confronted, and to
which attention was forcibly called by the collapse of the Marquam-gulch bridge

Monday afternoon. Almost all of the bridges and elevated roadways by which the streets are ex-tended across the sloughs and bottom lands which parallel the Willamette River lands which parallel the Willamette River and across the many deep guiches which cut the higher lands, have been condemned by City Engineer W. C. Elliott. Most of them were built from 15 to 20 years ago, during the period of the rapid growth of the city. They began to get out of repair about the time of the panic and during the years of depression which and during the years of depression which followed no funds were available to re-pair them. Moreover, they were not abutely unsafe and could be kept passable by a little patching from time to time. But this makeshift policy has been ontinued until they have gone from be to worse and finally have come to grief all within a short time. One by one they have been closed by the City Engineer to avoid risk to life, limb and property until now only a few remain open, and they are in a decidedly rickety condition.

### Bridges That Are Closed.

The records of the City Engineer's office show that the following bridges have been closed:

Larrabee street, across Montgomery guich, 400 feet long, 40 to 50 feet high, main bridge to Lower Albina.

to Lower Albina.
Williams avenue, between Broadway and
Weidler, 210 feet long.
Holladay avenue, crossing Sullivan's guich,
torn down because in danger of falling over
O. R. & N. Bailroad, 420 feet long.
Grand avenue, between East Everett and in streets, 350 feet long, 75 feet high,

East Oak street, between Water and East Third, and between Union avenue and East Sixth, about 1300 feet. East Stark, between Grand avenue and East enth, 1800 feet.

East Washington street, from Water to ion avenue, 1040 feet.

East Ash, between Second and the river, and

enty-second and Twenty-third, 920 East Third, from Washington to Oak, 520

East Alder, from Seventh to Eighth, 250 feet; ont, from East Water to Union avenue,

portions all the way from

East Clay street, from East First to East All these, except East Washington, East Stark, East Oak and Union avenue, have been closed by Mr. Elliott. Eleventh Street, between Pettygrove and Quimby streets, about 350 feet, closed Novem-

Alder street, between Lownsdale and Wash-

ington streets, about 900 feet.

Sixteenth Sirect, between Morrison and Vashington, about 400 feet. First street, between Sheridan and Meada First street, between Gaines and Abernethy,

Corbett street, between Porter and Grover, about 200 feet.

Sidewalk on Willamette Heights bridge, along orth side, 410 feet long and 110 feet high. Second street, from Sheridan to Arthur, 400 This makes a total of about 15,350 linear

feet of street, of which the public is de-barred the use. Against this formidable list is to be set only a short list of bridges and roadways which are still open. These

### Few Are Still Open. East Morrison, from the river to Union ave

and from Eighth to Ninth, ue, and from Eighth to Ninta. Union avenue, over Sullivan's guich. Grand avenue, across Stephens' slough. East Eighth street, from East Grant

East Twelfth, from Pacific to East Irving. Hood, between Porter and Grover streets, Corbett, between Curry and Gaines

Front, between Porter and Grover, and be-tween Caruthers and Arthur. Chapman, between Taylor and Salmon; also between Morrison and Washington. Thurman, between Twenty-ninth and Thirty-

Seventeenth, from Marshall to Twelfth, Norfolk, from Eighth to Twelfth.

Short stretches along Front street, aggregating about 1500 feet, which are being filled in.

No Prospect of Early Relief.

There is no prospect of relief from this practical blockade to communication until next Spring at the earlest. The city began the year with about \$10,000 in the bridge fund and this amount was doubled by the transfer of an equal sum from the general, but even \$20,000 was a mere drop is already about exhausted and there is already about exhausted and there is \$140,000 a year, this will greatly increase cept the small amount which can be seen that the amount available for increase. pended by the regular street gang from the repair fund under the direction of the ard of Public Works. Estimates have been prepared by City Engineer Elliott of the cost of rebuilding the bridges, and they range all the way from \$4 to \$16 a linear foot, varying according to the width and height of the bridge to be built. Taking the mean between the two ex-tremes as the average, this means that it will cost at least \$150,000 to rebuild the bridges. But the city has already en-tered upon the work of filling the gulches and lowlands spanned by the dilapidated structures, in order that there may be an end to the work of bridge building. Filling costs from 10 to 25 cents a cubic yard, according to the distance from which the dirt has to be brought. Whenever an exeavation is made on private property and the owner desires to find a place to dump the earth, one of the old bridges is designated, but many property-owners can get paid for earth by owners of low land. However, the East Morrison roadway from East First to Union avenue and Bel-

### mont atreet has been partly filled. Provisions of Charter.

The provisions of the present charter a regard to payment for such work by local improvement districts renders it practically impossible to have it done in These provisions are as fol-

Section 138. In case where an elevated road-

improvement of not less than five blocks in length, the owners of the property abutting on said elevated roadway or bridge shall be assessed in the same manner as before described, at least 50 per cent of the cost of such elevated roadway or bridge, and the remainder of the cost of such elevated roadway or bridge shall be apportioned and assessed equitably upon all the property liable for the cost of the street improvement; provided that the Common Council, in its resolution of intention described in section 127 of this act, shall state that the cost of elevated roadways and bridges included in any proposed street improvement ded in any proposed street improvement be apportioned in the manner above set will be apportion

Section 159. The Council is authorized to re-pair any street, or part thereof, whenever it deems expedient, and to declare by ordinance before doing the same whether the cost thereof shall be assessed upon the adjacent property, or be paid out of the general fund of the city. Temporary repairs to streets may be made under the direction of the Board of Public Works, whenever the said board deems the same necessary, and the expense thereof shall be paid out of the fund raised for the repair of streets.

Sec. 160. 16 the Council decirate that a Sec. 160. If the Council declares that a proposed repair shall be made at the profosed repair shall be made at the cost of the adjacent property, thereafter the proposed repair is to be deemed an improvement, and shall be made accordingly; but if it declares that the cost of the same shall be paid out of the general fund, such repairs shall be deemed a temporary repair, and may be made as the ordinance may provide, and be paid for accordingly. for accordingly.

FINE LOT OF STEERS VESTERDAY RECEIVED IN PORTLAND.

Nutritious Grain and Straw That Would Otherwise Go to Waste Turned to Finished Beef.

One hundred fine steers came down from Eastern Oregon yesterday. Two carloads were stopped at Troutdale, and the others came through to Portland. Though they were designed for shipment to Puget Sound, the Union Meat Company, by bid-ding up the price slightly, induced the Stockyards Company, which handled them, to return another carload to Troutdale. The other carload will go through to C. Bergheim, of Tacoma, who bought them

for 4½ cents a pound.

E. Willard, of La Grande, sent these animals to the Portland stockyards for sale. Mr. Willard bought them in the Wallowa Valley last summer and fattened them on the stubble fields of the Grand Ronde Cost Out of Proportion.

The difficulty in the way of pursuing the method provided in these sections is that the property abutting on bridges its generally of so low value and the cost of imcame from the cars, after a ride of 250 ment is generally so high per front i miles, with all the shrinkage such a trip

FATTENED ON STUBBLE sume the ordinary waste or offal of the farm. Such farmers as have provided themselves with cattle, hoge and sheep for this purpose find that these animals return them more and easier money than any crop they raise. For these men it is now a yearly occurrence to send to market two or more carloads of fat hogs and a carload of fat cattle, and even to sell more grain than they did before they fed the stock. From their success it is be-coming more and more evident that wheat, barley and alfalfa, or stubble pasture, of the North Pacific States will furnish a cheaper and better supply of beef and pork than will the corn fields of the Central States."

Here is confirmation of the estimate made by The Oregonian several weeks ago that Portland is situated favorably for a packing industry as great as that of Kansas City. Mr. Willard has 245 more cattle fattening on the ordinary waste of Grand Ronde stubble fields.

GETTING AWAY FROM HOME The Spirit of Restlessness and the Desire for Change.

London Spectator.

Judging by a good deal of the conversa-

BOARD OF PUBLIC WORKS DIS-CUSSES BRIDGE PROBLEM.

Cannot Find Solution and Gives It Up-Street Improvement Bids Declared Too High.

Between the bridge and the street im-

provement question, the Board of Public Works put in a gloomy two hours yesterday afternoon, and at the conclusion of a of Mr. Sigler, the period was reduced to long discussion the members found thembridges to build and without the means to build them. A few additions were made to the list of the board's difficulties by the diligent City Engineer, who gave notice that he had closed the bridge on East Alder street, between East Seventh and East Eighth, and also one on Eleventh street, near Quimby. He also gave notification that the bridge over East Morrison street, between East Eighth and East

Water street, between East Eighth and East

Water street was taken up, and the com-Judging by a good deal of the conversa-tion of the present day, there are a large number of people who have a positive hor-ror of home. This curious revulsion of feeling is taken by many persons as a sign of deterioration. For our own part we find it difficult to take it quite seri-

HAS SAME OLD TROUBLE Street, from Hawthorne avenue to Mest time being, and the Fiegei oil ordinance, of which one section was read, when a motion to adjourn was made and carried. being, and the Flegel oil ordinance, The only objections to the railway crossings ordinance was from inman. Poulsen & Co., whose attorney, H. M. Cake, stated that the sparks from a loco-motive, which the ordinance permitted, would endanger the mill company's propcrty. The railway company expects to use electricity, so its attorney, W. T. Muir stated, and will have steam power only when it is absolutely needed. The matter was threshed over for an hour, and the committee finally decided to leave the problem to the Council to solve.

All the Councilmen excepted to the 50-year franchise asked for, and, on motion selves where they were a week ago-with An amendment was made by Mr. Albee, requiring the company to have the railway crossings in operation within two years, subject to the forfeiture of the franchise, and was adopted. Work must be begun on the road after the final ap-

H. Backwith wild wide to Z. T. Chiefe, but 4 klows 1. Invasive 2.77 (Section 1. Invasive 2.77).

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Jon. Burkhard, E. In tota 7, S. block
Si. R. P.
Peter Michel and wife to A. J. Morean,
115 acres, sie. 7, T. 1, S. R. 2
E., 100 acres, W. In W. In Militarer
D. L. C.
Thos. Rutto and wife to Dany Corelin,
1 acre, sec. 9, T. 1, S. R. 1, F.
A. P. Mead and wife to Dany Corelin,
1 acre, sec. 9, T. 1, S. R. 1, F.
A. P. Mead and wife to C. A. Johnson, lots 14, 15, block 8, Brainerd,
J. H. Page and wife to Daniel Kavanaugh and wife to 10, block 13,
Sub. Riverview Add.
W. G. Willey and wife to S. Hatfield,
lot 32, N. 30 ft. lot 34, block 1,
Woodlawn
Ellen McKnight to Henry McKnight.

Woodlawn
Ellen McKnight to Henry McKnight,
lot 13, block 14, Rosemont.
University Land Co. to Marie Strant,
lot 22, block 64, University Park.
B. B. Mann and wife to I. Russell,
lots 8, 9, block 29, Willamette
Samuel Waffes and wife to Jaa Gray,
lot 27, block 8, Capitan Add.
John T. Whalley and wife, to Frank E.
Watkins, lots 4, 5, block 134, Albira.
Louis Goldentith to George Ainsile,
% acre. Halch D. L. C.
Jas. K. Kelly to Mary M. Kelly, und.
1-12 frac, block 33, city.
W. Housman and wife to R. W.
Heath, lot 12, block 13, Woodlawn. I-12 frac. block 33, city.
W. Housman and wife to R. W. Heath, lot 12, block 13, Woodlawn, Avaline A. Paton to H. L. Stephens, lot 5, block 8, Mayor Gates' Add., Annie Gambell and husband to Cora E. Ford, block 8, sub. tracts 1, 4, Fernwood.

Thus Many

wood

Compte. Int T. block 137. Couch Add.

E. Horsren to E. M. Wharton, lot 4.
block S. Keystone Add.

Lucy I. Sickler to C. L. Anderson, N.

37 374-1000 feet lot 10. and S.

7 633-1000 ft. lot 11. block A. Dumlway's Sub. in Riverview Add. to Albina. ot Taylor and wife to Joseph M. Healy, lots 1, 2, block 62, Stephens

For Guaranteed Titles See Pacific Coast Abstract, Guaranty Trust Co., 204-5-6-7 Failing building.

Origin of Fahrenheit's Thermometer. New Orleans Times-Democrat. Sir Samuel Wilks, writing to Knowledge, gives the history of the origin of Fahrenheit's thermometer, which is generally used in this country. It was really invented by Sir Isaac Newton, and the starting point of his scale was the heat of the human body. Newton's paper is to be found in the "Philosophical Trans-actions" for the year 1701. He describes his instrument as a glass tube, filled with linseed oil, and to it he attached a scale to measure the degree of heat of the liquid into which he plunged it. His low-est point was that of freezing, as his highest was that of boiling water. He chose for the starting point on his scale the heat of the human body, and this he called by the round number 12, the duodecimal system being then in use—that is, he divided the space between the freezing point and the temperature of the body into 12 parts. He further stated that the boiling point would be about 30, as it was nearly three times that of the human tion of time before they would use oil as fuel The Southern Pacific was using it

body. as far north as Ashland. Then Mr. Bent-ley moved that the committee adjourn, A few years afterward when Fahrenheit was working at the subject of heat, he took Newton's instrument for his experiments, but, finding the scale not minute enough, he divided each degree into two parts, and so made it 24 degrees instead PASSED THE FIFTY MARK of 12. He also did more, for, finding he could obtain lower temperatures than freezing, and notably that of ice and salt mixed together, he took this for his starting point. It was from this point he be-gan to count 24 degrees up to body heat, is made by his men freezing point. Bolling point he made 53. It then became zero; freezing, 8; body heat, 24, and boiling water, 53. This was realy the same as Newton's, only the scale started lower and the numbers were doubled, on, finding that measure increments of heat more minutely. Fahrenheit divided each degree into four points. It will now be seen that if the numbers just mentioned are multiplied by four we have the thermometer which

> THROUGH THE COLUMBIA RIVER GORGE.
>
> A delightful trip of a few hours will take you through the famous "Columbia biver Gorge," the greatest combination of river and mountain scenery on earth. O. R. & N. train leaves Portland daily at S. A. M. Return can be made by steamer from Cascade Locks. Special low rates for this trip. Get particulars at O. R. & N. ticket office. Third and Washington.

The traveling public will be delighted to know that the popular steamer, the T. J. Potter, is now making the Astoria run, See O. R. & N. time card.

# BRAIN FOOD

October 25, girl to the wife of J. W. Logan, 8 East Thirty-first street.
October 31, boy to the wife of Frank Kreinbring, 521 North Twenty-first street.
October 27, girl to the wife of W. F. Wood-

milk and vegetables are much more healthful. Only men engaged in a severe outdoor

As a general rule, meat once a day is sufficient for all classes of men, women and children, and grains, fruit and vegetables should constitute the bulk of food eaten

But many of the most nutritious foods are difficult of digestion, and it is of no

from our food that some simple and harm-less digestive should be taken after meals to assist the relaxed digestive organs, and several years' experience have proven Stuart's Dyspepsia Tablets to be a very safe, pleasant and effective digestive and

Stuart's Dyspepsia Tablets can hardly be called a patent medicine, as they do not act on the bowels nor any particular organ, but only on the food eaten. They supply what weak stomachs lack, pepsin diastase, and by stimulating the gastric glands increase the natural secretion of

hydrochloric acid. People who make a daily practice of taking one or two of Stuart's Dyspepsia Tablets after each meal are sure to have perfect digestion, which means perfect

There is no danger of forming an injurus habit, as the tablets contain absolutely nothing but natural digestives; cocaine, norphine and similar drugs have no place

in a stomach medicine, and Stuart's Dys-pepsia Tablets are certainly the best

age of Stuart's Dyspepsia Tablets, and after a week's use note the improvement in health, appetite and nervous energy.



FINE LOT OF CATTLE FATTENED ON STUBBLE.

foot that the assessment for the improvefoot that the assessment for the improve-ment would equal, and often exceed, the value of the property. The courts have held that such an assessment would be equal to confiscation and therefore

The City Council cannot let contracts for such work in excess of the appropriations made at the beginning of the year, nor can it incur any debt for the purpose, because the members voting for such action would thereby render themselves limble for the cost of the work, and would also forfeit their offices under the following provisions of section 217 of the

No money shall be expended or payment made by the city except in pursuance of a specific appropriation made for that purpose by ordinance, and an ordinance making an appropriation of money must not contain a provision on any other subject; no liability shall be incurred, debt created or contract made, involving the expenditure of money approved by the Council during any year which exceeds the amount of revenues received for that year. All contracts made, debts created or liability incurred in excess of the amount of reliability incurred in excess of the amount hereby authorized and limited are null and hereby authorized

hereby authorized and limited are null and void.

Neither the Common Council nor any officer Neither the Common Council nor any officer of the city shall have authority to make any contract or do any act binding the City of Portland, or imposing upon said city any liability to pay money until a definite amount shall first have been appropriated for the liquidation of all pecuniary liabilities of said city under said contract, or in consequence of said act. Any Councilman voting to incur any liability or to create any debt in excess of the amount limited or authorized by law, and any mount limited or authorized by law, and any amount limited or authorized by law, and any inbilities sought to be incurred or debt created in excess of the amount limited or authorized by law, shall be taken and held by any court of this state as a joint and several liability and obligation of the members of the Common Council voting for the same, and not the debt, liability or obligation of the City, and the voting for or creating such liability, obligation or debt shall be conclusive evidence of malfeasance in office, and for which such members of the Council may be removed from office.

Must Await New Charter.

"I do not seen any chance of a remedy intil the new charter takes effect," said Mayor Williams, when he was asked by The Oregonian if he saw any way out of the difficuty. "We have no money on hand and are not allowed to borrow or obtain money in any way. It looks as though the situation would have to remain as it is until the Legislature passes the new charter. We shall make a desperate effort to have the Legislature pass the charter at once on its meeting, so that we may levy a tax under it. It pro-vides that the levy shall be made on or before the first Monday in February, and half the taxes become delinquent on the first Monday in April, so that money will become available after that date,

"Under the new charter the Council can make a large improvement district, all the property in which would have to share the cost. For instance, on the First-street bridge we can take a district a quarter of a mile in extent and assess all the property in that district for the entire improvement. We shall also have power to levy a tax of seven mills for thecurrent expenses of the city, exclusive of the interest on the public debt, while the

and current expenses.
"Instead of rebuilding the bridges, we intend to fill as many of them as possible, for then we shall have a permanent road and shall not have to keep rebuild-

The city does not incur any liability for damages for loss or injuries due to the collapse of bridger, or defects, but has made a practice of making an allowance to injured persons on equitable grounds. Under this head the city has paid out \$1800 to two persons this year. It has guarded against further claims of this kind by closing the bridges as fast as they were found unsafe. A claim will probably arise from the death of Bennett, the teamster, on First-street bridge, but it is impossible to estimate the amount

A MERRY STORY. ntest Number Just Arrived From San Francisco.

the city will pay.

From San Francisco.

It seems not to matter how often a story is told, if it is good, and has facts that are indisputable, it takes with the public. The latest shipment of Mormon Bishop Pills, every box telling the story of relief from the effects of liquor or to-bacco habits, and all other excesses that they are in great demand, and that they do the work at 50 cents see box or six do the work at 50 cents per box, or six boxes for \$2.50. They are sold by \$. G. Skidmore & Co., Portland, Or.

The Sultan of Turkey and the Queen of the Netherlands are said to be the only total abbridge shall be included in a street stainers among Suropean sovereigns.

Shorthorn grades.
If stockmen would put the same degree

of finish on their cattle that is represented by the condition of this shipment, buyers say, they could be assured of an easy sale at the highest price, while a poorly finished lot might have a slow sale at the lowest price. The Portland stockyards have calls for fat cattle every day from British Columbia and the Puget Sound country, Manager Daughtrey says the present demand for fat hogs is also in excess of the supply, though a larger num-ber of hogs than ever before are being offered. Only a small part of them are fat enough to make a quick sale at top

these wheat fields furnish a pasturage with a very high nutritive content. An grain is secured from the lodged and semi-developed stalks which are not reached by the headers. The flesh of these anlimals is firm, of excellent flavor and tender texture, and the predominance of lean meat is a marked characteristic.

"A more extended use of these fields for turning off fat cattle, hogs and sheep have gone into the feed yards of the Central States, Lambs have been sold by the trainload for this purpose, and have brought the raiser but \$1 75 a head. The Eastern feeder will carry them through the Winter on high-priced corn, and in the Spring realize a handsome profit on them. While there still remain thousands of acres of unused stubble in this state that would have put these same lambs in a better condition for the mar-ket than any corn-feeding process can possibly do, and which would have been left in a better shape for raising wheat than they would have been without the lambs, for the grazing of sheep on these fields distributes over them a fertilizer which is in a more available form for plant food than would be provided by plowing nder the green wheat,
"It is a lamentable fact that not over

one-fourth of the farms of Oregon are greatly excited over supplied with livestock sufficient to con-lynching is threatened.

entails, was 1975 pounds each. They are ously or to see in it anything more than structed to close the bridge and to place Bentley and others took the same view. a passing whim.

Nobody nowadays likes monotony. Change is what people desire-not perhaps any great change; but lots of small not necessarily for the better, its own sake. Now, there is a great sameness about one's four walls, be they ever so handsome. We all feel at times an overpowering desire to look at something else. We cannot change the patterns or the pictures on them every day, and neither they nor the home furniture ever seems to alter in expres-

Again, there is a terrible sameness

examination of the paunches of both cattle and sheep fed upon these stubble fields shows that in addition to the abundance of green feed afforded, a great amount of grain is secured from the lodged and sometimes. It is not easy sometimes difficult and sometimes dull. It does not do always just to say what one thinks, it is such bad practice for dining out, and, this being the case, it is not easy sometimes bada practice for during out, and, this being the case, it is not easy sometimes to think what to say. Nowadays we get, socially speaking, tired of our friends and even of our ac-quaintances. We want them to pass con-

tinually before us like a street procession. Instead of that they rather resemble a stage crowd and keep coming up again. There is a limit to those we know, a limit is to be recommended. Oregon has sent to those we should like or should to the East this fall 500,000 sheep, which have gone into the feed yards of the garded. The barrier of good manners which forbids that those who are ac-quainted with one another should speak is sufficient to protect our station or our dignity, but it is not a very high fence, dignity, but it is not a very high fence, and it is one which it is amusing to look

## Lynching Is Threatened.

RENO, Nev., Nov. 4 .- A shooting scrape took place at Dayton last night in which an Italian by the name of Angelo Zari was instantly killed. The man who did the killing was Adamo Juruli, a fellow countryman. He was a laborer in the em-ploy of the murdered man. The trouble grose over a dispute as to the ownership of a horse, Juruli was arrested and placed in jall. The Italians of Dayton are greatly excited over the tragedy, and

### .............. MANUFACTURERS' ASSOCIATION ELECTS OFFICERS



Secretary-C. H. McIsauc.

W. H. Morrow, President. Directors of the Manufacturers' Association last night elected the following officers for the ensuing year: President-W. H. Morrow. Vice-president-R. J. Holmes, Treasurer-W. H. McMonles.

All these officers, except Mr. Holmes, served in the same capacity last year.

I. N. Fleischner was vice-president for the term just ended.

The subject of lower distributive freight rates to the interior country was the surpreme topic of discussion. The association will endeavor to enlist the support of all commercial bodies in the Northwest in a movement for more favorable tariffs from the railroads. Among the leading speakers were A. H. Devers, Fletcher Linn, D. M. Dunne, O. E. Heiner, John Montag and E. H. Külham.

structed to close the bridge and to place the ever-present danger sign thereon.

The reports about the bridges falled to arouse the faintest sign of excitement among the members of the board. Such matters have come to be considered their weekly allowance of public troubles, and, as they have no remedy to apply, they simply have to drop consideration, with a few observations off and on. City En-

as they have no remedy to apply, they simply have to drop consideration, with a few observations, off and on. City En- Fiegel offered as an amendment that the gineer W. C. Elliott's official report of the railroad companies be permitted to main-collapse of the Second-street bridge cast tain storage tanks, as it was only a quesa sort of a chill over the board, which was relieved somewhat by the remarks of Chalrman A. L. Mills and Richard Willlams. Mr. Elliott stated the facts of the collapse of the bridge as they were pub-lished, and Mr. Mills offered the question as to whether the persons who had passed upon the bridge after it had been closed and declared dangerous should not be held guilty of trespass. Mr. Elliott had stated that the collapse was due to a loaded wood wagon, and that the wagon had been driven to a house within the

any damages" said Richard Williams, three days at Ellers Piano House number "We are very fortunate in escaping as we exactly 54. Not all of these were sold on have. The bridge was old and swerving, and it is lucky that it did not fall against | majority of instruments went to memany of the houses which were built on bers of the new Piano Buyers' Clubs now its sides, topple them over and cause loss forming. In San Francisco it took peof life."

ple nearly a week after we inaugurated the improvement of Falling street was the new system to realize what a great of life."

ordered readvertised. The lowest bid was money-saving opportunity this new plane \$2784, while the Engineer's estimate was club system meant to them, but when \$2174. The bid for the improvement of they finally "caught on"—well, we had \$2074. The bid for the improvement of they finally "caught on"—well, we had East Taylor street was laid on the table, days when we sold 29 and even 35 new as it was considered too high. The sum pianos.
was \$10,654, while the estimate of the Engineer was \$0128. The improvement lies of the opportunity right from the start; between East Water street and Union three came in before 10 o'clock Monday avenue, and it requires a fill in places. avenue, and it requires a fill in places.

Mayor Williams called attention to the rosed of exactly 54 planes and organs,

condition of the Madison-street sewer, which was clogged by the driving of the the "gular new club plan, it is safe to plies in the improvement of the Madisonstreet bridge. The City Engineer was in-structed to look after the work and to before the close of the week. A list of purchasers and style of piano secured will present a bill to the county, as the dambe duly published. Investigate this matsee had been caused by 'the county's emter, if your home is without a piano. It will pay you. Telephone for information ployes in making the improvement. The improvement of Quimby street, if you cannot call. against which L. Goldsmith protested at the last meeting, was accepted. A repre-

sentative of the contractors, Smyth & Heward, stated that the rock and screenings were of the best quality, and whatever fault there was to be found was with the city, which controlled the rolling. Mr. Elliott said the street had been properly laid. A communication was received from the Board of Police Commissioners, asking that, when the Columbia Telephone Com-

pany lays its wires underground, it be required to give the same service to the police as is now given by the other company. It was laid over.

A remonstrance was received from J. J. O'Nell against the acceptance of the im-provement of Savier street, between Nineteenth and Twentieth, and was referred to the City Engineer.

Bids for street improvements were opened as follows: Twentleth street—Symth & Howard, \$2629 2f; J. R. O'Neill, \$2643 11; M. J. Conley, \$2999 52.

Sherman street-Smyth & Howard, \$758: J. R. O'Neill, \$329 95; Engineer's estimate, The bids were referred to the City Au-

ditor for examination.

The award of the contract for the improvement of Vancouver avenue was laid over on account of a remonstrance which was filed by William Shechy, the Northcr. Securities Company and others, The remonstrants asserted that the cost was too high. The contractors were charging & 0s per cubic yard for gravel, while the gravel could be procured at \$1 68. By postponement, they said, better terms

postponement, they said, better terms might be secured.

Superintendent Donaldson, of the street-cleaning department, reported that a cart had been run into by a car on the Madison-street bridge. The total damage was 12.50 and he was instructed to seed a 12.50 \$15 20, and he was instructed to send a bill for that amount to the Oregon Water Power & Raliway Company.

## ONE ORDINANCE FAVORED. Common Council Allows Car Line to

Three ordinances were before the committee of the whole of the Common Councll last night, and one of them received a favorable recommendation, while the feet coment two others were postponed. The three were the application of the Oregon Water Power & Railway Company to cross Streets between East Lincoln street and
Linn avenue, which was adopted, with
amendments; the application of the same
company for a franchise on East Water

Real Estate transcent
field, lot 2, block 1, Evans Add.......\$

Jos. Burkhard and wife to Wm. M.
Martzall, E. ½ lots T. S. block 81,
city, except strip 6 in, wide off S.

November 3, O. J. Hunter, smallpox. November 3, George Bradley, 374 East Market street, facial erysipelas. Deaths. November 2, Scott Thomas, 50 years, Good Samaritan Hospital, gunshot wound. October 29, A. L. Harter, 21 years 1 month 18 days, St. Vincent's Hospital, typhoid fever.

ward, -

and, as the hour was getting late, the

Number of Pinnos Sold by Ellers

Pinno House During the Past

Three Days.

And even though all were not supplied on

say that we shall more than fill one club

DAILY CITY STATISTICS.

Marriage Licenses.

Thornton Jefferson, 45, Elizabeth Jane Kal-

off, 35, George Anderson, 30, Nellie E. Christian-

n, 21. Rolla J. Leelie, 22. Minnie Fletkan, 23.

Marion R. Combs, 25, Myrtle Parker, 18,

Births.

Contagious Diseases.

motion was carried,

November 3, Julia J. Carter, 33 years 5 months 4 days, 515 North Twenty-first, tuber-October 31, Sarah Phillips, 72 years 5 months 9 days, foot of Ivon street, tuberculosis.

November 1, Neille B. Morgan, 21 years 10 days, Cottage Grove, cardiac paralysis. Building Permits.

Charles Oberg, repairs, Bostwick, between Cook avenue and Fremont, \$100. Kirk Hoover, two-story barn, Water, be-tween Market and Mill, \$450. H. C. Lohman, two-story dwelling, Fourteenth and Hall strects, 1600,

Strain Tailoring Company, repairs, Third and Burnside streets, \$1206. Sidewalk Permits.

W. R. Mackenzie, Twenty-third and Everett, 162 feet cement. William Frazier, Fifth and Taylor, 215 feet E. Quackenbush, Pledmont, 968 feet cement.

B. A. O'Brien, Union avenue and Sellwood, 8 feet cement. Mrs. J. G. Buckman, East Third and Burnside, 12 fest cement. Contractors, Grand avenue and Hancock, 112 R. A. Jubitz, East Twelfth and Broadway, Total, 1501 feet cement.

Real Estate Transfers

### POPULAR POTTER IN SERVICE. Queen of River Bonts Is Now Making the Astoria Run.

## Is of Little Benefit Unless It Is Digested.

Nearly every one will admit that, as a Nation, we eat too much meat and too little of vegetables and the grains. For business men, office men and clerks, and, in fact, every one engaged in sed-entary or indoor occupations, grains,

manual labor can live on a heavy meat diet and continue in health.

use to advise brain-workers to cat largely of grains and vegetables where the digestion is too weak to assimulate them prop-It is always best to get the best results

a remedy which the best results. edy which may be taken daily with

known and the most popular of all stomach remedies.

Ask your druggist for a 50-cent pack-