

FEAR BRIDGE PLAN

Push Clubs Discuss Southern Pacific Bridge.

CENTRAL BODY'S POSITION

Goes on Record as Opposing Any Structure Not Providing for the Streetcar and General Traffic Across the River.

The United East Side Push Clubs passed a resolution at their meeting last night declaring that no bridge hereafter to be built across the Willamette river that does not provide for both streetcar and general traffic. This resolution was the result of the announcement made by M. G. Griffin to the effect that the Harriman interests owned a bridge franchise at Flinders street on both sides of the river, and that he had been informed that the companies were contemplating the erection of a railroad bridge at Flinders street without streetcar facilities.

It was announced at the meeting that Mr. Griffin had made some investigation and had ascertained that structural iron for a railroad bridge was now being accumulated on the grounds of the Southern Pacific. He said he had seen this material. It was marked "E. P." and he believed it was for a railroad bridge at Flinders street.

Mr. Griffin remarked further that he had ascertained that in 1873 Ben Holladay obtained a charter for a bridge at this point and that he had renewed every ten years since, the last time in 1902.

This information was entirely new to the club, except to H. Menefee, of the North East Side Improvement Association, who had heard it hinted that a bridge somewhere else than at Holladay avenue might be built.

It was announced at the meeting that the Southern Pacific had purchased much property on the West Side near Gilsan street and the gas plant, besides it was known that the Harriman interests would like to get rid of the upper deck of the railroad bridge, but cannot do so on account of its charter. It might avoid this provision by building at Flinders street.

Whereas, the North East Side Improvement Association proposes as one of its chief aims to secure a high bridge for that portion of the East Side north of Sullivan's Gulch, and said bridge to extend from the foot of Hancock street to a suitable terminus on the west side of the Willamette river;

Resolved, That in the sense of the United East Side Clubs that the North East Side Improvement Association is entitled to the support of all of the East Side clubs in this undertaking.

It was decided to hold regular meetings the second and fourth Tuesday of each month, hereafter, at 8:30 o'clock, and to take effect at the next meeting.

DAILY CITY STATISTICS

Births. HANNA—At Milwaukee, November 17, to the wife of Ralph Hanna, a son. MILLER—At 467 Siskiyou, November 23, to the wife of Frank Miller, a daughter. MOHR—At 274 Caruthers, November 23, to the wife of Henry Mohr, a daughter. TAKABOYEK—At 226 Main, November 18, to the wife of W. Takaboyek, a daughter.

FIXING THE BLAME

Inspectors Make Inquiry Into Asuncion-Jones Collision.

TESTIMONY IS ALL TAKEN

Pilot Turner, of the Asuncion, Stated That He Knew One Whistle and Put His Helm to Port—Officers Corroborate His Story.

PERSONAL MENTION.

E. P. Cray and C. A. Feenaghty, of Aberdeen, Wash., are in Portland for a few days.

C. A. Mail, general agent for the Northern Pacific Express Company, of Chicago, who came to Portland to attend the funeral of his mother, Mrs. E. J. Von Horst, left last night for the East.

M. A. Meyendorf, special agent of the General Land Office, who for a time was connected with the local land-trust office, returned from Los Angeles, Mr. Meyendorf is on sick leave and came to Portland to rest. He is stopping at the University Club.

Robert Hatfield, a well-known resident of University Park, has just returned from a trip to Arkansas, his old home, where he had not been for 33 years. Mr. Hatfield is 78 years old. The trip was rather hard on him, and he has been confined to his home since his return with illness.

Mrs. L. M. Sullivan is staying at the Oregon Hotel with her children. She arrived here by the train from Astoria, where her husband is now engaged in mining. Mrs. Sullivan said last night that she intended to put the children in the hands of Sullivan's children, and to Gold Banks and spend the winter with her husband. Beyond that she declined to speak for publication.

REAL ESTATE TRANSFERS

Kate Ward to L. C. Merriam, lot 11, block 3, Maplewood, \$200. C. O. King, lots 23 and 24, block 2, College Place, 1,000. R. B. Heston to E. C. Buchtler, R. E. Menefee and W. L. Bolsh were appointed to confer with the officials of the Portland Railway, Light & Power Company about the operating of trolley cars on the East Side when travel is heavy. This committee also was empowered to take up all streetcar questions.

DEATHS

BEL—At St. Vincent's Hospital, November 26, Charles B. Bell, of 588 Northrup, native of Ohio, aged 36 years. COX—At 206 Caruthers, November 23, Elizabeth Cox, native of England, aged 73 years, 11 months, 22 days. HOUTSON—At 284 Holladay avenue, November 25, Mary Jane Houtson, native of Maryland, aged 73 years, 6 months, 8 days. JETZER—At 308 Marguerite avenue, November 25, Elias Harry Jetzer, native of Oregon, aged 10 months, 10 days. KING—At Astoria, November 21, Lum King, native of China, aged 88 years. Interment Lone Elm Cemetery.

INSPECTING CELLO CANAL

Colonel N. W. Roesler, United States Engineer, left yesterday for Celilo, where he will inspect the work in progress on the canal at that place.

ASTORIA REPORTS SPECIAL TRIP

ASTORIA, Or., Nov. 26.—(Special.)—The German steamship Numanita, which arrived in this afternoon, from the Orient, reports a rough trip all the way across, but no damages were done by the vessel.

ALL RIVERS ARE FALLING

The Willamette and its tributary streams were falling last night; the influence of the recent heavy rains having passed away. The river reached the

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STORMY TRIP UP THE COAST

Dredge Pacific Reaches Grays Harbor in Leaking Condition.

ABERDEEN, WASH., Nov. 26.—(Special.)—A large dredge which has been held at Westport by the terrific wind, was the past few days got away today. The steamer Chehalis went to Hoquiam this morning to load what is needed to complete her cargo.

SPECIFICATIONS ON HAND

Bids Will Be Asked for the Construction of a Dredge.

to be given at the Seamen's Institute tonight. George S. Shepherd will direct the program, and J. W. Wren, chief officer of the British steamer Glenstrae, will act as chairman. The program: Piano solo, Miss Madeline Bernays; vocal solo, B. C. Hunt, third officer English, steamship Glenstrae; vocal solo, J. Walker, chief officer British ship Rajore; song, C. Purdie, British ship Claverdon; recitation, Miss Eugenia Craig; song, S. James, fourth officer steamship Glenstrae; chantie, sailors; song, Judge Frank D. Hennessy; song, C. Rowe, British ship St. Mirren; song, C. Mitchev, third officer English steamship Como; song, Miss Bennett Johnson; song, M. Robin, French ship Marechal de Turenne; German chorus, German ships Ostara and Tiberius; song, H. Lyons, British ship Waverley; song, J. Bridge, second officer steamship Glenstrae; song, D. Aldridge, steamship Como; song, S. Phillips, German steamship Tiberius; French chorus, French ship Martina Roux; song, P. Newman, British ship Rajore; song, J. Ellis, steamship Como; chantie, all sailors in port; accompanist, Miss Madeline Bernays.

ELDER ARRIVES FROM SOUTH

The steamer George W. Elder arrived yesterday morning from San Pedro, San Francisco and Eureka, with half a hundred passengers and a large cargo. The voyage was a rough one and the Elder felt the full effects of the three days' gale off the Oregon coast. The decks were frequently washed by mountainous seas, and passengers remained below. The officers report a lone time at meals. Captain Jespersen says the weather was foggy off Eureka and he did not see a sail between that point and the mouth of the Columbia River, nor were any steamers in evidence. This indicates that vessels kept well to sea while the gale prevailed.

HEAVY GRAIN SHIPMENTS

Movement of grain from inland Empire wheat fields to Portland is now the heaviest in the history of the port. It is expected that there will be a still greater movement next week, and hence until the bulk of the crop has been placed aboard ship. General Manager O'Brien, of the Harriman lines in Oregon, declares he will not be satisfied until from 30 to 100,000 bushels are delivered at tidewater. Wheat shipments foreign for the month are expected to break the record. Four more cargoes will be cleared before the end of the week.

SALORS' UNION OPPOSES SHIP SUBSIDY

D. W. Paul, business agent of the Portland Sailors' Union, departed yesterday for Chicago to attend the National convention of the union, which will be held in December 10. It is reported that the sailors will be on record in opposition to the proposed ship subsidy bill, on the ground that Government aid in operating steamers would be tantamount to a subsidy to oriental seamen to the exclusion of Americans. An eight-hour day for sailors will also be discussed.

OFFICERS ARE NOT TO BLAME

SAN FRANCISCO, Nov. 25.—The local Board of Steamboat Inspectors handed down its decision yesterday in the case of the burning of the steam schooner Berkeley off Point Conception, on the morning of November 14, exonerating Captain A. B. Higgins, her master, and all his officers from any charge of negligence. The vessel was valued at \$75,000.

BABY MINE

Every mother feels a great dread of the pain and danger attendant upon the most critical period of her life. Becoming Mother's Friend is the only remedy which relieves women of the great pain and danger of maternity; this hour which is dreaded as woman's severest trial is not only made painless, but all the danger is avoided by its use. Those who use this remedy are no longer dependant or gloomy; nervousness, nausea and other distressing conditions are overcome, the system is made ready for the coming event, and the serious accidents so common to the critical hour are obviated by the use of Mother's Friend. "It is worth its weight in gold," says many who have used it. \$1.00 per bottle at drug stores. Book containing valuable information of interest to all women, will be sent to any address free upon application to BRADFIELD REGULATOR CO., Atlanta, Ga.

THANKSGIVING EXCURSION RATES

Between All Points in Oregon on Lines of the SOUTHERN PACIFIC CO.

FARE-AND-A-THIRD

FOR THE ROUND TRIP

Tickets at these rates will be sold at all Southern Pacific Stations

NOVEMBER 27 AND 28

Good for return until Monday night December 2

Ask any Southern Pacific agent for particulars—City ticket office, Portland, Third and Washington Streets

MARINE NOTES

The German ship Astara was leaking slightly during her voyage from the West Coast of South America to Portland, and she will go on the drydock for a general overhauling as soon as her ballast has been discharged. Her deck is being caulked as she lies at Baufelder's dock.

The steamer Aurelia cleared yesterday for San Francisco with 262,000 feet of lumber.

The steamship Breakwater dropped down to St. John yesterday to discharge coal brought from Coos Bay.

The steamship Costa Rica called from San Francisco yesterday for Portland. She is due to arrive here Friday morning.

The steamship Breakwater will sail for Coos Bay tonight.

The steamship City of Panama is due to sail for San Francisco Friday afternoon.

The steamship Borderer shifted to the Greenwick dock yesterday.

ARRIVALS AND DEPARTURES

PORTLAND, Nov. 26.—Arrived—Steamship Geo. W. Elder from San Pedro and way points. Sailed—Steamship Aurelia, for San Francisco. Astoria, Nov. 26.—Arrived down at midnight—Steamer Senator. Left up at 6:30 A. M.—German bark Shurber. Arrived at 10:30 A. M. and left up at 11 A. M.—Steamer Santa Rita, from Fort San Luis. Arrived at 1 P. M. and left up at 5:30—German steamer Numanita, from Hongkong. Arrived at 2—Santa Anita. Sailed—Higo. Sailed at 4:45—Steamer Senator, for San Francisco.

SAN FRANCISCO, Nov. 26.—Arrived—Northwestern steamer Heron, from Newport News. Sailed—German steamer Setos, for Hamburg. Sailed—Steamer Watson, from Seattle. Sailed—Steamer Costa Rica, for Portland. Schooner Oregon, for Brandon; schooner Bangor, for Tacoma; bark Archer, for Seattle. Harbor. Seattle, Nov. 26.—Sailed—Japanese steamer Kama Maru, for Yokohama. Arrived at Victoria, Nov. 26.—Sailed—British steamer Tartar, for Hongkong.

MONTEVIDEO, Nov. 26.—Sailed—Theban, from Tacoma, San Francisco, etc., for Hamburg. Astoria, Or., Nov. 26.—Sailed at 4:30 P. M.—Steamship Woodford, for Melbourne; steamship Washington, for San Francisco; steamship Nome City, for Brandon; steamship Alliance, for Coos Bay; steamship Daisy Freeman, for San Francisco.

LYDIA E. PINKHAM'S VEGETABLE COMPOUND

Is acknowledged to be the most successful remedy in the country for those painful ailments peculiar to women.

For more than 30 years it has been curing Female Complaints, such as Inflammation and Ulceration, Falling and Displacement, and consequent Spinal Weakness, Backache, and is peculiarly adapted to the Change of Life.

Records show that it has cured more cases of Female Ills than any other remedy known. Lydia E. Pinkham's Vegetable Compound dissolves and expels Tumors at an early stage of development. Dragging Sensations causing pain, weight, and headache are relieved and permanently cured by its use. It corrects Irregularities or Painful Functions, Weakness of the Stomach, Indigestion, Bloating, Nervous Prostration, Headache, General Debility, also, Dizziness, Faintness, Extreme Lassitude, "Don't care and want to be left alone" feeling, Irritability, Nervousness, Sleeplessness, Flatulency, Melancholia or the "Blues." These are sure indications of female weakness or some organic derangement. For Kidney Complaints of either sex Lydia E. Pinkham's Vegetable Compound is a most excellent remedy.

Mrs. Pinkham's Standing Invitation to Women

Women suffering from any form of female weakness are invited to write Mrs. Pinkham, Lynn, Mass., for advice. She is the Mrs. Pinkham who has been advising sick women free of charge for more than twenty years, and before that she assisted her mother-in-law Lydia E. Pinkham in advising. This advice is well qualified to guide sick women back to health. Her advice is free and always helpful.

stage of nine feet yesterday afternoon at 5 o'clock. It will subside today and all danger of damage from the high water at Portland is passed.

The Clackamas River was falling yesterday, and no further damage was done to the bridge of the Portland Railway, Light & Power Company, across that stream near Oregon City. Passengers continued to transfer across it yesterday on foot, it being unsafe for cars. The new bridge will be erected as soon as possible and the present structure will be strengthened by additional piling so that cars can resume traffic across it within the next few days.

Reports from the Willamette Valley last night indicated that the recent storm has spent itself, and there was no longer any unusual danger. No damage was reported by the railroads entering Portland and trains were not delayed.

SPORTING SPIRIT ON DECLINE

McMinnville, Or., Nov. 26.—(Special.)—Since January 1 the County Clerk has issued 103 hunters' licenses, against 1103 at this date last year. He expects the number to be more than 100 below last year's record, as very few will be issued from now on. A short crop of pheasants in this section of the Valley this year is the cause of the decline of the sporting spirit.

Dancing FOR the impromptu affairs where it's "just for fun." There's no pleasure in trying to dance in a stiff, clumsy shoe—wear Crossetts. Crossetts fit so well and are so supple and strong that they go anywhere—into business or fun.

CROSSETT SHOE "Makes Life's Walk Easy" BENCH MADE \$500. Call on our agent in your city, or write us LEWIS A. CROSSETT, Inc., No. Abington, Mass.

CURE, NOT TALK IS WHAT YOU WANT. YOU MUST COME TO US SOONER OR LATER. WHY NOT NOW? REFUSE TO SUFFER ANY LONGER ON PROMISES OF OTHERS. CONSULTATION FREE. If we do not cure you it will not cost you one cent.

OUR FEE \$10 OUR FEE NEEDED NOT BE PAID UNLESS CURED. CONSULTATION CONFIDENTIAL AND INVITED—A personal, thorough and searching examination is desired, though inconvenient to call, write a brief description of your trouble. Our office hours are from 9 A. M. to 8:30 P. M., excepting Sundays and holidays. Address or call on the

ST. LOUIS MEDICAL AND DISPENSARY CORNER SECOND AND YAMHILL STREETS, PORTLAND, OREGON. WEAK MEN CURED I Cure Every Case I Treat or Accept No Fee \$10 is My Fee in Any Uncomplicated Case. You Pay When Cured.

THE DR. TAYLOR CO. CORNER SECOND AND MORRISON STREETS, PORTLAND, OREGON. Private Entrance 284 1/2 Morrison Street. "WEAKNESS" My cure of this disorder are tonic that stimulate temporarily, but through scientific treatment for the removal of conditions responsible for the functional derangement. "Weakness" is merely a symptom of inflammation or congestion of the prostate gland, and under my own original local treatment permanently restores strength and vigor.