COTTEL INIMICAL TO PACKING PLANT

Fifth-Ward Councilman Blocks Schwartzschild & Sulzberger Ordinance.

CALLS FOR REFERENDUM

Prevents Passage of Franchise Bill on First Reading Under Suspension of Rules_Committee's Report Will Be Favorable.

Developments at the City Council meeting yesterday afternoon revesled the fact that Councilman Belding will represent the interests of the South Portland and Fulton people who wish to see the \$1,500,000 packing-houses of Schwartzschild & Sulzberger located in that district, and that Councilman Cottel will lead the opposition. The application for a franchise for the plant was referred to the committee on health and police, of which Councilman Concannon is chairman. It will come up for discussion at the next meeting of the committee.

Councilman Belding says that the people of the southern end of the city are greatly interested in the proposed plant, and asserted yesterday that a Developments at the City Council

plant, and asserted yesterday that a large number had applied to him for information on the subject, expressing a desire to have the big plant located there. But Councilman Cottel, on the floor of the Council, made a speech against the project, declaring that "to against the company a permit to locate
its plant in South Portland without
the referendum would be an outrage."
The application for a franchise to
operate within the city limits came up

the form of a recommendation from the committee on health and police, the nembers of which had informally considered the provisions of the ordinance as published in full in The Oregonian yesterday morning. Inasmuch as they have already recommended it for pas-sage, it is considered practically certain that when the measure comes before the Council for action, it will be in the form of a recommendation for final

Cottel Opposes Grant.

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That the ordinance was not put on its final passage yesterday is due to Councilman Cottel, who arose and declared himself opposed to a large packing plant in the southern portion of the city. Councilman Cottel declared that "the Council in former years handed the people of South Portland a lemon, in the form of a foul-smelling packing-house," and declared that it "would be a damnable outrage to pass this ordinance without the referendum." He said he would night the project with every means at his command, on behalf of the people of his ward and for the general welfare of the district.

Councilman Belding arose, after Councilman Belding arose, after Councilman

Councilinan Belding arose, after Coun-cilman Cottel closed, and asked the priv-llege of the floor on a question of per-

house now located in South Portland is a foul-smelling place, ... says what is not true," declared Mr. Beiding, facing his opponent. "If he proposes to fight the new project, let him confine his statements to facts while speaking in this Council."

the new project, let this statements to facts while speaking in this council."

Incidentally, a special committee on slaughter-houses, of which Councilman Cottel is chairman, was beheaded as a final act of the Council, after discussion of the application for a permit from the big independent packers.

Kills Special Committee.

There is a committee of three, named to report on slaughter-houses," said Councilman Driscoil, "and inasmuch as they have never reported, although being out five months, I move that they be discharged." The motion was carried. I. S. Helsey, Pacific Coast manager for discharged." The motion was carried.

J. S. Helsey, Pacific Coast manager for Schwartzchild & Sulzberger, last night asserted emphatically that his company's proposed plant in South Portland would not prove in the least objectionable to the residents of that section of the city. Equipped as it will be with the most medern machinery and facilities, he declared there would not be the slightest stench about the plant. With the assurances this company has been able to give the Country of the state of the country of company has been able to give the Coun-cil, Mr. Heisey feels reasonably confident that its application for a franchise will not be denied.

WELCOME BIG PACKING PLANT

South End Improvement Club Indorses the Proposition.

At its annual meeting in Weber's Hail last night the South End Improvement Club cathusiastically indorsed the packing plant of Schwartzchild & Sutburger which may be established in South Portland. A unanimous sentiment favorable to the enterprise was expressed at the meeting, which was largely attended. Other improvements in which the club is interested and towards which it will direct its efforts are a bridge across the Willamette opposite Sellwood and the im-provement of Corbett street.

provement of Corbett street.

The annual election of officers was held last night, with results as follows: President, H. M. Bush: vice-president, H. Bleeg: secretary, W. A. Viggers; treasurer, Joseph Weber. Committees were named as follows: Streets and highways, J. McCann, J. B. Cullek, H. Bleeg: manufacturers, Joseph Weber, S. G. Dowell, A. J. Zimmerman; sanitation, J. D. Litherland, F. P. Sheasgreen, J. Margulls; public utilities, including lights and water supply, J. McCann, J. D. Litherland, J. B. Cullek; membership, H. K. Platt, Fletcher Länn, H. M. Bush.

NOW HAS A FRANCHISE

Council Makes Grant to United Railways Company.

The City Council yesterday afternoon, by unanimous vote, granted the franchise of the United Railways Company, thus removing all obstacles and making it possible for the corporation to proceed with the construction of its lines to Mount Calvary Cemetery and Hillsboro, so far as the municipality is concerned. Little discussion preceded final passage of the franchise ordinance, as its provisions had been thoroughly threshed over in

When the ordinance came up for final passage. Councilman Wallace's minority report was read and later adopted. It provided for the valuation of the franchise as fixed by the Executive Board, instead of as amended by the streets committee of the Council. The Board assessed the valuation at \$17,000 for the 50 years of the franchise, the first five years at \$500 a year. The recommendation of the streets committee was that the valuation be the same as fixed by the Board, but that the rate for the first. When the ordinance came up for final

five years be fixed at \$200 a year, and the difference adjusted so as to apportion the aggregate sum over the remaining life of the franchise.

Councilman Wallace is a member of the majority and had no difficulty in securing the adoption of the minority report, even after counsel for the company had spoken, seeking to secure the adoption of the majority report. He argued that, for the first two years, the corporation will not be able to do any business at all, as the Council has tied up the entire line until it is completed to Mount Calvary Cemetery, and he thought it but just to apportion the valuation as lightly as possible for the first five years.

Herman Wittenberg, one of the promoters of the project, repeatedly sought from the Council the privilege of operating cars over the completed portion of the system, but because of the fear that the company might not build to Hillsboro and the cemetery, the Council refused this. Therefore, the council refused this. Therefore, the company is tied up completely until it extends its lines and is ready for interurban service; otherwise, the whole system, with equipment and everything pertaining thereto, is deciared forfeited to the city by the terms of the franchise.

The management of the United Railways expects to complete its line to Mount Calvary Cemetery within one year from the time of the granting of the franchise allowing work to proceed. The work of building the track to that point is difficult, because of the steep bills to be crossed. While the distance is comparatively short, much surveying will be necessary before track work can be com-

paratively short, much surveying will be necessary before track work can be com-menced, and construction will be slow

STEVENS HIRES A HALL

Former Associate Will Tell What He Knows About U'Ren.

Untroubled by the refusal of W. S. U'Ren, candidate for United States Senator, to accept his challenge for a joint debate, J. D. Stevens has engaged joint debate, J. D. Stevens has engaged the Selling-Hirsch Hall for next Sunday night, and at that time will tell what he knows of the Clackemas County "lawgiver." Mr. Stevens went to the meeting of the South Portland Republican Club last Thursday night, expecting to be permitted to participate in the joint discussion with URen, but he was denied a hearing. This fact, coupled with URen's refusal to meet him in join discussion, has driven Stevens to the necessity of hiring a hall at his own expense. In order that Stevens to the necessity of hiring a hall at his own expense, in order that he may relate some of the facts he professes to know regarding U'Ren's career in this state.

From the time he came to Oregon in 1831, until he served a term in the Oregon State Legislature, U'Ren had a terme followed in Stavens but the rec-

staunch friend in Stevens, but the record of the reformer in the 1897 session served to antagonize Stevens, who has been camping on U'Ren's trail ever since. Stevens promises to make some interesting disclosures in his address Sunday night.

URGES OWNERS TO SPRAY

County Inspector Searching for Pest-Infected Fruit Trees.

Richard Deich, County Fruit Inspec-

Richard Deich, County Fruit Inspector, is asking the civic clubs to assist in cleaning and spraying fruit-trees in the city, and has sent to all the clubs the following communication:

The attention of the Federated Pueh Clubs is called to the great need of having all post-infected fruit trees in the city destroyed or sprayed before the date of the Ross Pestival. No other one thing so unfavorably impresses the visitor from the Bast as the spectacle of trees, along the effects and on vacant lots and blocks in the city, which are spectacle of trees, along the streets and on vacant lots and blocks in the city, which are unsightly or dying as a result of neglect. The United Push Clubs can do most val-uable work for the abatement of this nuisance by creating a public sentiment against all such neglected and pest-intected trees, which are a disgrace both to their owners and the

in the good work by reporting to the County
Fruit Inspector the exact location, by lot,
block and addition, of such neglected and
pest-infected trees and the name and address of the owner of each of such lots.
Mail reports to Richard Deich, 65 East
Twenty-sixth street, Portland.

The Inspector says that all communications addressed to him will be held confidential, and that no one need heai-tate to let him know of unsprayed trees for fear of incurring the enmity of anyone.

FIND MISSIONARIES' BONES

Party Discovers Skeletons Left by New Guinea Cannibals.

VICTORIA, B. C., March 11.-After som by Judge Murray has at last peaceably recovered the skeletons of Rev. James Chalmers and O. F. Tomkins, mission aries, murdered by cannibals in 1901, in

chalmers and G. F. Tollians, in 1801, in New Guinea, according to mail advices by the steamer Moana. The party was guided by friendly natives to where the bones were hidden in old canoes, which contained a number of skulis. Surgical examination showed the bones recovered to be those of Europeans.

The Moana also brings news that a bottle message has been found on the Australian Coast from the lost bark Maelgwyn, long since posted as missing. The mersage, written with a pencil, is dated January 21, 1907, and says:

Bark Maelgwys adrift, dismested in South Pacific Ocean. When had a gais of wind Saturday morning, ballast shifted; we had to cut away masts, ship on her beam ends. We have decided to try to get ashore on Lord Howe Island. Lord have mercy on us.

H. R. BANGOR, North Wales.

No tidings was heard of the Maelgwyn and she was posted as missing last Sum

SILVER FOR CHINA MONEY

Trail Smelter Ships 140,000 Ounces

to Hongkong.

SPOKANE Wash, March II.—(Special.)—The Trail, B. C., smelter, which has been refining silver for the market in the Far East for some years past, yesterday shipped 140,000 ounces of silver, over five tons, to the Chartered Bank of

Hongkong.

There is said to be little more than half a billion of silver and brass currency in China for the needs of the population of \$60,000,000. The allver is for the Chinese mints, which are cotning now to overcome the scantiness of a circulating medium to meet the necessities of the new era of expansion. The demand is, therefore, almost unlimited, as China can take \$,000,000 ounces of silver and yet have a circulation per capitaless than half of that of Western nations.

Marine News of Tacoma.

TACOMA. March 11.-With 929,509 feet of rough lumber, the American schooner J. W. Clise, Captain G. G. Haley, left out in tow for Callao, Peru, this afternoon. The Clise has loaded at the Danaher Mill. On account of illness, Captain E. M. Smith decided to give up his command to Captain Haley for the coming voyage.

Voyage.

The German steamer Serak, of the Kosmos Line, arrived in tonight, co

Get your Spring Suit -Tailor made

There's something "classy" about the man who prides himself on the clothes he wears. The particular man wears well - rounded shoulders, faultlesslyhanging trousers and a stylish fit. He'll get it

-provided it's Columbia tailored

Just as a man prefers a good chef to prepare his meals, a careful laundry to launder his linen and an expert barber to shave his face, so he ought to demand an artist to tailor his clothes. That's the Columbia standard-artistic work.

New Spring selections in the latest weaves, colors and cuts.

Suits \$20 to \$50 Trousers \$4 to \$12 Dress Suits from \$45 Up



GRANT PHEGLÉY, Mgr. Seventh and Stark Sts.

rect from San Francisco. The Serak is out from Hamburg via the West Coast, and brought some inward cargo from South America. She will load flour, lumber and general freight here.

The steamer Dirigo came in today from Gypsum, Chicagof Island, Alaska, with 500 tons of gypsum rock for the Pacific Coast Gypsum Company's plant in this

Coast Gypsum Company's plant in this city. The plant has its own mine on Chicagof Island.

The Union Packing Company, of Tacoms, which in past years has been a factor in the Alaska salmon trade, ushai-ly chartering a schooner for the season, has decided not to operate its cannery on Bristol Bay this season. The unsat-isfactory condition of the market is given as the reason.

BRIEF CAREER IS ENDED

Prison Cell for Turic Nordstrom, Young Astoria Forger.

ASTORIA. Or, March II.—(Special.)—Word has been received here that Turie Nordstrom, the young bank clerk formerly of this city, who was arrested in Florida recently on the charge of ferging a draft for \$15,000 on the First National Bank of Chicago and cashing it in that city, had pleaded guilty to the charge of forgery and was sentenced to an indeterminate term of from one to it years in the partitentiary at Joliet 14 years in the pentitentiary at Joliet.

No Use to Die.

"I have found out that there is no use to die of lung trouble as long as you can get Dr. King's New Discovery," says Mrs. J. P. White, of Rushboro, Pa. "I would not be alive today only for that wonderful medicine. It loosens up a cough quicker than anything else, and cures lung disease even after the case is pronounced hopeless." This most reliable remedy for coughs and colds, is grippe, asthma, broughtits and hoarseness, is sold under guarantee at Woodard, Clarke & Co.'s drug store. See, and \$1.00. Trial bottle free.

Hanan shoes fit the feet. Rosenthal's. *

NEW YORK DENTISTS TH AND MORRISON STS., PORTLAND, OREGON,

CHALLENGE THE WORLD No charge for Painless Extraction when other work is ordered. We were the first and only Emstern Specialists to advertise and do first-class dent-istry absolutely without pain at mod-erate prices.

to advertuse istry absolutely without istry absolutely without erace prices.

We have always associated with us the world's most Famous Dental cris.

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Do not be missied by unscrupulous advertisers who resort to scare-heed advertisements to entice the unwary to their offices.

Pay no famoy fees until you have consulted us. Our continued success is due to the uniformly high-grade work done by gentlemanly operators.

We make a perfect set of teeth for \$5.00. \$5.00. When they are made by the



Bridge Work, 22k.

We are making a specialty of
Perceiain Bridge Work.
Largest and best equipped dental
establishment in the world.

DH. A. C. FROOM, PROPRIETOR.
HOUTE \$150 A. M. to 6 P. M.

Buy Ocean Shore Bonds

Sold in denominations of \$100 each for \$96. These bonds pay you 5.21% interest on your money

Pay \$16 down and \$10 a Month

Ocean Shore Facts

The Ocean Shore is in actual operation.

It runs from Twelfth and Mission streets, San Francisco, south to Islais Creek-out through Ocean View and down the coast, skirting the Pacific Ocean to San Pedro, about eighteen miles..

It also runs from Santa Cruz to Scott's Creek-sixteen miles up the coast.

Three round trips are made daily-six round trips

The present freight and passenger business, with very inadequate equipment, is earning over \$5000 a month now.

As many as 1100 passengers are carried on Sundays and holidays. The Ocean Share carries Wells-Fargo and United States mail.

\$5,000,000 has been invested in the Ocean Shore Railroad.

It owns very valuable franchises and private rights of way in San Francisco and Santa Cruz. It owns over \$2,000,000 of real estate in

the heart of San Francisco and Santa It owns very valuable real estate at

Mission and Market streets, between Eleventh and Twelfth streets. It has the only available terminal site

for a big union depot in the very center of San Francisco. Even the Santa Fe, Southern Pacific or

Western Pacific Railways have no such advantage. The Ocean Shore is graded for a doubletrack, standard-gauge railroad over 85 per

cent of the distance to Santa Cruz. It is the grandest scenic railway in the world, skirting the ocean cliffs nearly all

the way. Thousands of tourists visiting California will not miss the Ocean Shore trip. One hundred thousand people visited Santa Cruz last Summer; when the Ocean Shore is completed a million will visit

Santa Cruz every Summer. The Ocean Shore will carry them at least one way. These people eat, drink and buy other

goods, and the Ocean Shore will carry most of the freight. . The Ocean Shore is opening up and developing the most fertile country in

California. This country has unlimited natural

resources. There are hundreds of rich vegetable farms, many dairies, lots of fruit, acres

This country is the sportsman's paradise-best quail and deer shooting grounds in the state; finest fishing streams for the angler.

Thousands of campers will spend their Summers along the road. This means more passengers and more freight. Over 20,000 building lots have been

sold between San Francisco and Halfmoon Bay. Lumber and building material must be hauled to these suburban towns, and the

Ocean Shore will get this freight business. Every householder will be a commuter, riding to San Francisco daily. Every commuter will use household goods, and

the Ocean Shore will carry his freight. There are over a billion and a half feet of redwood timber along the Ocean Shore: it must be hauled to market, and the Ocean Shore will haul it all-more profit.

There are thousands and thousands of barrels of cement being produced north of Santa Cruz, and the Ocean Shore will carry this cement to the builder.

The Government is about to fortify Half-moon Bay; this will develop more traffic for the Ocean Shore. Railway experts who have figured the

freight and passenger traffic on the Ocean Shore line estimate the earning capacity to exceed \$1,000,000 a year. The country between San Francisco and Santa Cruz is too

inaccessible for a competing line; consequently the Ocean Shore will get all the business it develops, and it deserves it. The Ocean Shore is owned and controlled by San Francisco

capitalists, who have invested their own money in the road and have faith in it, believing they will succeed in developing one of the best-paying railway systems in the West.

The Ocean Shore officers and directors are:

J. DOWNEY HARVET, President; director of the First National Bank and
First Federal Trust Company.

J. A. FOLGER, Vice-President; president of J. A. Folger & Co., San Francisco, tea and coffee importers.

CHAS. C. MOORE, Director; president of C. C. Moore & Co., mechanical engineers, also president of the San Francisco Chamber of Commerce.

HORACE D. PILLSBURY, Director, Second Vice-President; attorney for the Santa Fe Railroad.

PETER D. MARTIN, Director; vice-president Eastern Oregon Land Co.

BURKE CORBET, Secretary and Treasurer; one of San Francisco's leading attorneys.

Railway Bonds Absolutely Safe

Your opportunity today is the purchase of \$100 Ocean Shore bonds at \$96 each, on the installment plan. Ocean Shore bonds constitute a first mortgage on the entire assets of the Ocean Shore Railway Company.

These bonds are secured by over \$5,000,000 of assets. The interest is paid in May and November at the office of the Mercantile Trust Company, San Francisco. The face value of these bonds is \$100—the price \$96. Therefore your investment nets you 5.21 per cent. Railway bonds are legal investments for savings

> The Government deposits money in National banks, taking as secur-

ity railway bonds. Railway bonds seldom pay over

4 per cent. Ocean Shore bonds pay 5 per cent on face value, or 5.21 per cent on \$96, the present selling price.

Ocean Shore bonds are gilt-edge. high-class securities.

They are the highest class of security an investor could wish for. Savings banks, trust companies, estates, etc., invest their surplus funds in railroad bonds.

Anxiety to obtain a large rate of interest should never be allowed to interfere with the absolute safety of your money.

To put aside a little money each year is the duty, and should be the object, of all who expect to advance their financial position and protect those dependent upon them.

Speculation may bring temporary profits, but too often results in ultimate loss of money involved.

Think for Yourself

What am I doing with my savings?

Am I saving?

If not, why not?

If my money does not earn more than 5 per cent, I should make it

Speculation is dangerous.

I must invest in something safe. I do not want my money idle.

Money in a safe-deposit vault earns nothing. Money in Ocean Shore bonds

earns 5.21 per cent. I can buy an Ocean Shore Railway bond of \$100 face value for \$96.

At this price, it will net me 5.21 per cent interest. I can pay for this bond in month-

ly installments. I can pay \$16 down and \$10 every month.

I get interest on my money as it is paid in.

My investment is secured, safeguarded and backed by the entire assets of the Ocean Shore Railway Company, amounting to over \$5,000,000.

These Ocean Shore bonds are high-class, conservative and safe. If financiers and bankers consider railroad bonds the very acme of sound security, I should put my money in bonds and

receive the same interest that bankers and financiers receive. If I haven't enough money to buy these bonds for cash, I can buy Ocean Shore bonds on installments and pay for them as I

earn my money. I can pay \$16 down and \$10 every month without missing it

out of my income. The bonds I buy today at \$96 will probably be worth \$110 as

soon as the road is completed. Besides, I get interest at the rate of 5.21 per cent on my \$96. Railroad bonds in normal times are always negotiable, and I can raise money on them whenever I want to.

The Ocean Shore has offered me an opportunity to save my money and get an unusually high rate of interest on my savings.

Write or Call at Our Office for Booklet and Full Information Regarding Ocean Shore Bonds

The Ocean Shore Route

MORRIS BROTHERS

Chamber of Commerce

Portland, Oregon