

# GRANT TWO MORE SPECIAL PERMITS

### Council Yields to Building Inspector Dobson in His Fight for Rights.

## REFERS NOTTINGHAM CASE

### Committee to Decide Whether Senator Shall Go Ahead With Construction of Wooden Building in Fire Limits.

City Building Inspector Dobson has won the fight against the granting of special permits by the Council, and yesterday afternoon, single-handed, he forced that body to heed his rights. Councilman Baker, in an effort to "patch up" the differences, offered "to be good in future," if Mr. Dobson would drop prosecution of the case against State Senator C. W. Nottingham, who is under arrest for alleged violation of the fire ordinances. The matter was referred to a committee.

The case is remarkable because of the fact that Building Inspector Dobson, asserting his rights under the city ordinances governing the construction of buildings within the fire limits, refused point-blank to allow the Council to override his authority by granting to Senator Nottingham a special permit to build a frame structure at East Second and East Stark streets.

Notwithstanding the City Attorney has declared that special permits, frequently granted by the Council, are illegal, being class legislation, the Council has repeatedly made such grants. When Senator Nottingham sought permission to "repair" some frame structures at East Second and East Stark streets, the Council passed an ordinance, granting him the privilege. Inspector Dobson, however, kept tab on the "repairs," and now declares that they consist of an almost complete new building, covering a space 40 by 140 feet, besides a big "L." He notified Senator Nottingham to cease, but his order was ignored, as Mr. Nottingham had a special permit.

Inspector Dobson consulted City Attorney Kavanaugh, seeking an injunction, but Mr. Kavanaugh held no such power was vested in him. Inspector Dobson then secured a warrant of arrest for Mr. Nottingham. This had no effect, as the building continued, until Mr. Dobson threatened to arrest every man on the job.

L. A. McNary, ex-City Attorney, appeared as counsel for Senator Nottingham, and he expressed to the Council his belief that his client acted as any man would have, all things considered. Having the Council's permit, said Mr. McNary, it would seem that Mr. Nottingham could hardly be expected to stop proceedings upon the threat of the Building Inspector.

Inspector Dobson, defending his position, said that he would not permit anyone to do what had been done in this case, without using his full power to prevent it. He declared that, having warned Mr. Nottingham, he was justified in making the arrest when the order to cease operations was ignored. He said that the building should now be torn down, that the city should not allow any man so flagrantly to violate the building ordinances. He said that Eastern capitalists will not invest their money in good buildings alongside of such flimsy structures as Mr. Nottingham has erected, and that it is poor policy to have such buildings in the fire limits.

A resolution by Councilman Willis, eliminating from the fire limits on the East Side that portion of ground now occupied by the Nottingham frame structure, was introduced, but it was not adopted, and the whole matter was referred to the Council committee on health and police.

It is believed that this case will result in the discontinuance of the practice of the Council in granting special permits, as it has done heretofore, now that it is clear it has no legal right to do so.

## WEEDS MUST BE CUT DOWN

### Council Requires Property-Owners to Keep Places Clear of Brush.

A drastic ordinance, the terms of which compel property-owners to clear their premises of thistles and weeds to the curb-line, was passed by the City Council yesterday afternoon, and unless a law in due time, it is most sweeping in its provisions, and some of the Councilmen, including Mr. Willis, voted against it on those grounds.

"I am afraid this ordinance is so sweeping as to be impractical," said Councilman Willis, who was presiding. "According to the terms of the measure, a man would have to cut the brush from his property, even if he had a place in the woods."

"That's just what we want," said Councilman Bennett, who introduced the ordinance, by request. "The city needs clearing up."

Councilman Cellars arose to inquire whether the city possesses power sufficient to extend the provisions of the ordinance to compel owners of property to clean everything into the middle of the street. If this could be enforced, he declared, it would solve, to a great degree, the problem of municipal street-cleaning. However, the ordinance was not amended so as to include this drastic provision.

## APPOINT CHARTER BOARD

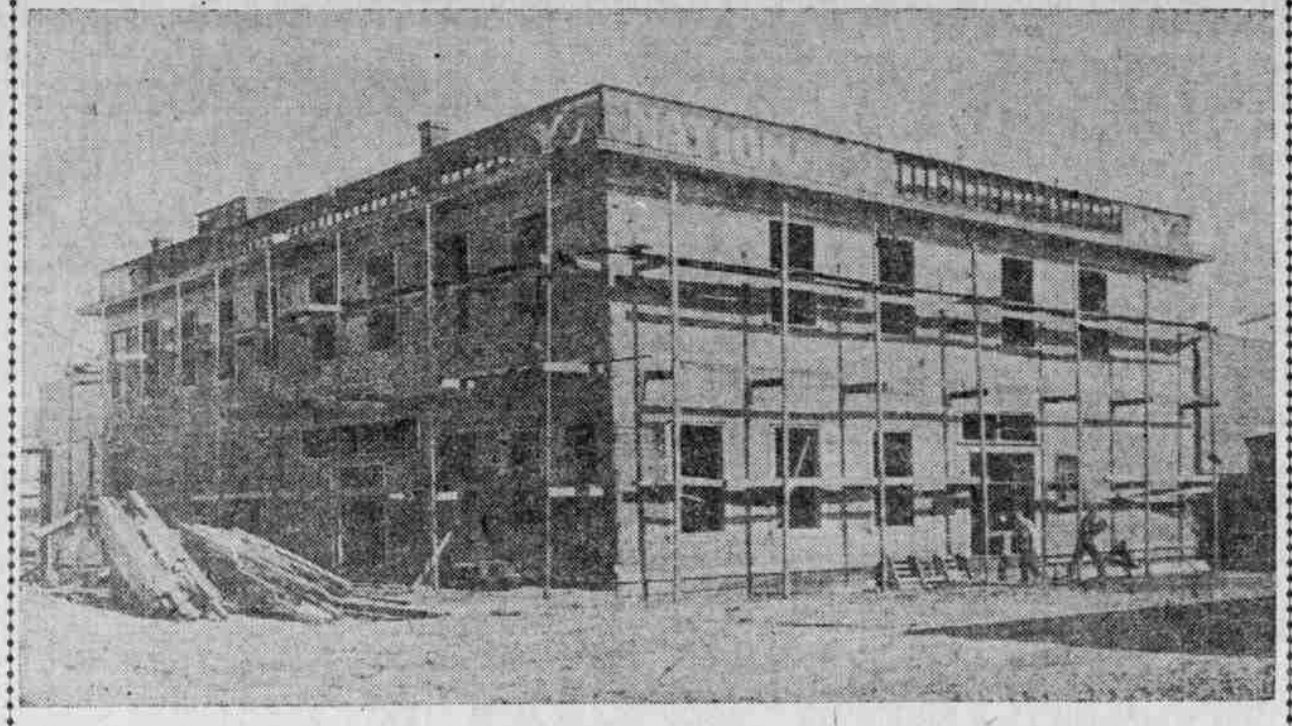
### Committee of 15 Citizens to Consider Proposed Changes.

The City Council, by the adoption yesterday afternoon of a resolution by Councilman Willis, named Mayor Lane and Councilman Baker and Cellars as a committee to select 15 taxpayers to confer with all interests on proposed amendments to the charter. The matter was generally discussed and it is understood that the City Attorney Kavanaugh and Chief Deputy Auditor Grutze will be the only city officials on the committee, and that those chosen will invite conferences with the various organizations that make up the municipality.

Mr. Willis introduced the resolution. The only power the committee of 15 taxpayers will have is to draft proposed amendments to the charter, for submission to the voters by the initiative in the November election. Only in case of a reversal of Circuit Judge Cleland's decision on the bonding issues and the amendments, voted in by the people last year, could the Council initiate the amendments.

It is the understanding of the Councilmen that Mayor Lane and Council-

## STRUCTURE ERECTED IN DEFIANCE OF BUILDING INSPECTOR



TWO-STORY FRAME BUILDING AT EAST SECOND AND EAST STARK, OWNED BY STATE SENATOR NOTTINGHAM.

men Cellars and Baker will select representatives from all walks of life to serve on the committee of taxpayers. In this way the body will be made thoroughly representative and the various interests will be recognized and given consideration.

## CLOSE VOTE ON TRANSFER

### Pullman Saloon License Changed After Fight in Council.

By a vote of 7 to 5, the City Council yesterday afternoon granted the petition of E. C. O'Mara for a transfer of his saloon license from what is known as the Pullman Cafe, at 285 Alder street, to the old Commercial Club building at Sixth and Alder streets. The reason for the transfer was the question is that the establishment was one of the most notorious in Portland, as conducted by John Conrad, alleged by some to be present, and the Councilmen. Those opposing the transfer believe the saloon should be closed.

No recommendation in the matter was made by the Council committee on liquor licenses, because the four members present at the meeting last Monday were evenly divided on the question. Councilman Cotel, chairman of the committee, and Councilman Driscoll brought the matter up yesterday afternoon, and Mr. Driscoll introduced a resolution granting the transfer, which finally carried.

Councilmen Bennett, Cellars, Concanon, Kellaher and Menefee voted against the transfer, while Councilmen Annand, Baker, Belding, Cotel, Driscoll, Dunning and Willis voted favorably. The argument of those opposed was that the Pullman Cafe, under its present management, had become a disreputable place, one which should not be tolerated in the city, and that, if granted a transfer, similar conditions might continue. Those favoring the granting of the transfer declared that the establishment has never been as noisome as depicted, and that there has been persecution against the owner.

## DRISCOLL ORDINANCE LOST

### Council Sidetracks Measure Excluding Women From Saloons.

The Driscoll ordinance, drafted to exclude women from saloons, was switched off the main line and run into the official scrap heap in charge of the committee on health and police by the City Council yesterday afternoon by a vote of 7 to 5. It is now regarded as certain that it will never again emerge, or, if it does, it will be so completely revised that its own author would not recognize it.

Councilman Baker was among those who opposed passage of the ordinance, and it was asserted by him that it was the measure of the retail liquor dealers. He declared that they originated it and wished it to become a law in order to exclude women from hotels and restaurants where liquor is sold.

Councilman Driscoll, author of the ordinance, was equally positive that the retail liquor dealers did not want the measure to become a law, and that they had moved everything in their power to prevent its passage.

Councilman Cotel, chairman of the Liquor License committee, denounced the Driscoll ordinance, saying that it would not keep women out of saloons.

## CITY TAKES OVER BATHS

### Council Accepts Establishment and Will Operate It in Future.

The public baths were formally taken over by the City Council yesterday afternoon by unanimous vote of the Councilmen and will be operated by the city in future. The entire equipment was offered clear of debt by L. Samuel and Edward Holman, who have formerly conducted the establishment.

As to just where the baths will be located, it was determined later. Harbor-master Speler will probably be asked to locate a good site, and when this is decided upon, the house will be moved and opened to the public.

## FUNDS FOR FIRE HYDRANTS

### Council Reluctantly Passes Appropriation of \$30,000.

The City Council yesterday afternoon first refused to pass an ordinance, appropriating \$30,000 for the purchase of 500 fire hydrants, but afterwards reconsidered and passed the measure. It was thought by the majority, when the first ballot was cast, that it is the duty of

## NEW ERA DAWNS FOR LOCAL PORT

### Deepening of Columbia Bar Gives Splendid Channel for Largest Ships.

That the deepening of the Columbia River bar to 26 feet at low water means the beginning of a new era for Portland and the tributary country is the belief of the secretaries of the local commercial bodies and others actively engaged in the development of this port. The practical elimination of the Columbia River bar, so long a bugaboo that has been used by rival ports against Portland, is a tremendous step in advance, it is said, and will make for the building of a great seaport here.

## PORTLAND FUTURE BRIGHT

### Improved Channel and Great Industries Now Being Established Will Soon Make City Greatest Seaport on Pacific.

So many things that combine to make Portland a great city have occurred during the past few months that there is general rejoicing among those in close touch with the business interests and the commercial future of the city. The new depth of the Columbia River entrance that has been gained by the scouring process of the river current as directed by the jetty puts this port on a more favorable footing than any of the five great seaports of the United States—New York, Boston, Philadelphia, New Orleans and Galveston. The Columbia River mouth has a greater depth than any of these great world ports at high tide, with the sole exception of New York, and that harbor has only five-tenths of a foot more than the Columbia River. The exact depths of these ports at low and high tide are as follows:

	Low	High
New York	30	24.5
Boston	27	23.5
Philadelphia	27	23.5
New Orleans	26	21.0
Galveston	25	21.0
Portland	26	34.0

## GRANT FOR ELECTRIC LINE

### Council Unanimously Passes Franchise for Mount Hood Road.

By unanimous vote of the 13 members present the City Council yesterday afternoon passed an ordinance granting to the Mount Hood Railway & Power Company right of way for an electric line across property on the Bull Run Reserve, controlled by the municipality. The measure, as drafted by the legal representatives of the city and of the company, and carefully considered every word and recommended it for passage. He said it was important that it pass, as the city's rights are fully protected.

Mayor Lane and certain other city officials have long suspected that the Mount Hood Railway & Power Company desired to encroach upon the water of Bull Run River, from which Portland's water supply is obtained, and for a long time there was decided ill-feeling between the two interests. This is amicably settled now, and it is believed to be certain that Mayor Lane will sign the ordinance.

## DIES AFTER OPERATION

### Wife of Dr. M. G. McCorkle Passes Away—Funeral Tomorrow.

Mrs. Emma Blanche McCorkle, wife of Dr. M. G. McCorkle, died yesterday at St. Mary's Hospital from internal hemorrhage after a brief illness. An operation had been performed in an effort to save her life, but it proved futile.



The Late Mrs. Emma Blanche McCorkle.

proved futile, Mrs. McCorkle was well known in church, lodge and social circles in Portland. She was born in Brooklyn, N. Y., 23 years ago, and was married to Dr. McCorkle in Portland 11 years ago, where she had made her home ever since. She had been an active member of the Third Presbyterian Church, East Pine street, where she was the teacher of a class of 40 girls, and was regarded as one of the useful members of that church.

Mrs. McCorkle was a member of the Order of Eastern Star, Whittier Circle, Women of the World, and Degree of Honor, A. O. U. W. She was a woman of high attainments and lovable qualities of heart and mind, and will be missed by a wide circle of friends. She is survived by her husband, Dr. M. G. McCorkle, of this city, and her father and mother, Rev. and Mrs. S. A. George, of Kelso, Wash. The funeral will be conducted at the Third Presbyterian Church, East Pine and Thirteenth streets, tomorrow forenoon at 10 o'clock. The pallbearers will be A. H. Lomax, H. Bittner, Herman Gordon, E. W. Schmoer, Dr. Sanford Whitting and Dr. Edward Johnson.

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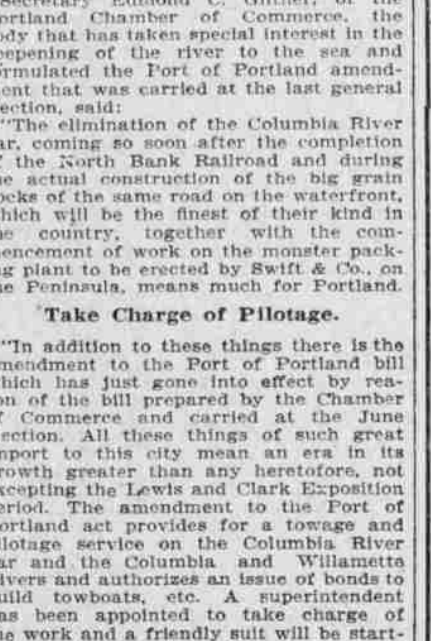
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made the pass, water follows the line of least resistance and so does commerce.

"This happy combination of circumstances, which was not complete until the announcement of the greater depth at the mouth of the river was made, means that Portland will grow as never before and will increase in the wealth so rapidly that people who thought they lost their opportunities in the last four or five years will realize that the four or five years are nothing compared with the next four or five years which will make Portland the leading city of this coast.

## More Than Repay Tax.

"The depth of water between the mouth of the Columbia River and this city will always be maintained at whatever depth is required to accommodate the vessels that may cross the bar. This is a matter of expenditure of money only in dredging and is a tax that the people do not complain of as it is returned a hundred fold.

"Very apropos at this time is the discussion with regard to making a harbor that will accommodate all the shipping that can possibly come here, but such improvements as maintaining the largest packing plant West of the small matters compared to the completion of abundant rail connections with the interior and a great depth of these for foreign shipping."

Secretary Giltner cannot be taxed with being over enthusiastic as to the future of the port for the big improvements outlined here during the earlier months of the present year are conceded to warrant his predictions fully. Specifications are in the hands of contractors calling for the erection of the largest packing plant West of the Rocky Mountains that will cover a 2000 acre site, valued at \$2,000,000.

This huge tract is rapidly being put in condition for accomplishing the purposes intended by Swift & Co. and more than 200 cars of machinery are on their way to the city.

The largest wheat docks and warehouses in the country of their type are under construction by the Hill road on the west bank of the river, while the packing-plant activity is under way on the east bank. These big projects in livestock packing and grain handling prove to the most skeptical that Portland is to be the headquarters of these two great industries in the Pacific Northwest.

The opening of new railroads tributary to this city during the past few months prove that Portland is the natural shipping point for the Pacific Northwestern states. These new lines make tributary to Portland an ever increasing territory that will pour its riches into this city's lap. The opening of the Lewiston-Riparian branch of the O. R. & N. and the North Bank road bring an immense territory in the interior closer to Portland and increase the shipment from this city's docks of the grain grown in the inland states.

For the first five months of 1908, building permits in Portland exceeded the same period of 1907, when the Pacific Northwest was on the very crest of the wave of prosperity. Permits for the first five months of this year exceeded the corresponding period last year by nearly 500 and the rate of increase is growing as the months pass. Those who see a greater future for



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Portland are justified in their optimism because of all these favorable indications of a greater Portland. Never before in the city's history have there been so many movements of far-reaching importance that point to the great development of Portland and its supremacy, as the greatest port of the Pacific.



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