

MAYOR APPROVES STREET VACATION

Ordinance Signed so O. R. & N. May Hurry Bridge Over River.

BROADWAY PLANS GO ON

Executive Says City Can Compel, If Necessary, Favorable Action by Railroad for Concessions Needed for Future Crossway.

MAYOR'S REASONS FOR SIGNING ORDINANCE

There is an imperative demand for the upper deck of the proposed steel bridge, to be built by the O. R. & N. Company for public use, and the situation is so grave that it cannot be ignored; there must be increased facilities for crossing the Willamette River as soon as possible.

Vacation of Oregon and Adams streets will enable the company to proceed with its bridge at once, and later the city will be in a position to favorably act on the railroad company for concessions needed for the Broadway bridge and other projects.

Believes the railroad company officials will deal fairly with the city and that all features of the bridge subjects will be settled amicably and satisfactorily to the city.

The steel bridge should be built at once to relieve congestion and afford relief to the entire North East Side section; in the meantime, the Broadway plan should be pushed.

More Bridges Badly Needed.

"I take the stand that the city must have more facilities for crossing the river," said Mayor Simon, "in signing this ordinance, I do so knowing that there is a sentiment in certain quarters that the O. R. & N. Company should first make concessions to the city in connection with the Broadway bridge project and other subjects, but it seems to me that the city is not doing so. The present Steel bridge is so acute that it cannot be ignored any longer; the new one must be built and that as speedily as possible."

"While the city vacates 100 feet on each of Adams and Oregon streets, I regard it as far more valuable to the interests of the city than the vacation of the railroad company, as the people will have the use of the upper deck of that structure for railroad purposes only. The Port of Portland insisted upon the public deck, the company would not have built that portion; it would then have been a bridge for railroad purposes only—such as the company originally intended and desired to build. Had it been left that way, the company could have built its bridge for its own use without asking for any vacation of streets."

"Since the company is obliged to build the upper deck for public use, and since there is such a strong need for more bridges, I have decided that it is for the best interests of the public that I sign this ordinance guaranteeing that the company an opportunity to proceed with its bridge, and I hope it will be complete and opened to public use in the shortest possible time. The old Steel bridge is absolutely unsafe. I do say it should be abandoned just as soon as it is possible to do so."

"Regarding the contention of some of the people that the city should be granted Broadway bridge concessions before ordering the vacation of Oregon and Adams streets, I will say that I believe that would have been the most satisfactory means of solving the problem. However, I do not feel that, as Mayor, having the veto power, I should override the Council, if possible, and thereby hold up the new bridge project indefinitely. I believe that the city retains absolute power to force, if necessary, whatever concessions it will need for constructing the proposed Broadway bridge, as the company must soon ask the city for much more valuable grants than the vacation of 100 feet on Oregon and Adams streets."

Company Will Do Right Thing.

"I feel also that the company officials have a disposition to deal fairly with the city in this matter, and I have no doubt in my own mind that General Manager O'Brien will adjust everything in a manner perfectly satisfactory to the people of Portland; but, as I said, we can force this, if he does not do so willingly, as the company must soon ask the Council for more concessions. For these reasons, after most careful consideration, I have signed the ordinance."

The ordinance passed the City Council at the last session by a vote of nine to six, and it was said by a committee of East Side business men that they would apply the referendum to the measure, if the Mayor signed it. The company declares the referendum cannot be applied to this case.

PRELATE IS EULOGIZED

Methodist Ministers Express Sorrow Over Death of Bishop Spellmeyer.

The regular weekly meeting of the Methodist ministers yesterday was devoted principally to a eulogy of Bishop Spellmeyer, who was found dead in bed Tuesday morning in Trenton, New Jersey.

delity. Dr. Jennings characterized the bishop as a man of sorrows, as he lost all but one of his children within a week by scarlet fever. The surviving child married and went insane.

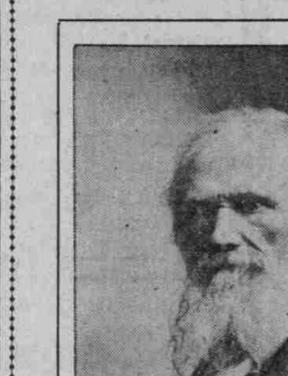
A resolution of sympathy and expression of loss was drafted by the association on Bishop Spellmeyer's death.

Potatoes Taste Good to Mme. Schumann-Heink

Noted Singer Asks A. D. Charlton to Send Barrel of Fine Ones.

POTATOES may be prosaic, but the Western-grown variety has had the distinction of eliciting the attention and admiration of the world's greatest contralto, Madame Schumann-Heink.

The Northern Pacific Railway makes a specialty of serving "Great Big Baked



EZRA MEEKER, 80 YEARS OLD, PIONEER OF 1853, WHO WILL BEG- IN THIRD TRIP ACROSS THE PLAINS BEHIND OXEN TOMORROW.

Potatoes' on its dining cars. They are styled on the daily menu card and the name is a fitting one, for each potato weighs not less than two pounds. These family-size potatoes have been attracting the comment of travelers all the way from St. Paul to Portland and many are the inquiries received by the railroad company as to where they are grown, how one can obtain seed potatoes of that variety and how similar potatoes can be produced. Generally the reply given is that if one wants to grow such potatoes, he must come to the Pacific Coast.

One of the more recent inquiries came from the manager of Madame Schumann-Heink, the latter having recently tasted and admired the "Great Big Potatoes" when on her Western tour. The letter was received by A. D. Charlton, of Portland, assistant general passenger agent, and contained a request for a quantity of the potatoes for experimentation purposes on Madame Schumann-Heink's farm at Little Falls, N. J. A barrel of the big fellows has been packed and sent to the New Jersey farm, but Mr. Charlton declined to guarantee that they would reproduce in New Jersey in such size and flavor as in the Yakima Valley, where the shipment was secured.

TRAVEL TO BE HEAVY

RAILROADS EXPECT THOUSANDS OF EXCURSIONISTS.

Pacific Coast as Attraction for Tourists Increases in Popularity Year by Year.

The volume of tourist travel to the Pacific Coast this year will equal that attracted by the Alaska-Yukon-Pacific exhibition last year, was the forecast given yesterday by C. E. McPherson, general passenger agent of the Canadian Pacific Railway, who is in Portland on a tour of inspection.

"The Pacific Coast is an attraction for tourists is only in its infancy," said Mr. McPherson, "and there is reason to believe that the Western travel will increase year by year for a long time to come."

"All the Northwest Coast will be visited by the great bulk of the year's tourist travel. Persons who come out West over the northern lines will swing down the coast and go home by more southern routes, and those who come out by a southern route will return by a northern route. Last year the volume of tourist travel was at a record and all these people went home and advertised the West so that as many will come out this year as last year."

"There has been an immense influx of people to the grain growing country of the Northwest in the last few years. It is noticeable that these people for the first few years almost invariably when traveling return to their old homes for a visit. After a few years, however, their old friends become scattered and the travelers feel the desire to visit a country they have not seen before. The result is that they come to the Coast. The volume of our Eastern travel is kept up by the newer settlers."

"The Canadian Pacific's Northwest territory, however, will furnish only a part of the big tourist movement of interest in the westbound excursions extends throughout the East."

FILES CURED IN 6 to 24 DAYS. PAZO OINTMENT is guaranteed to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days or money refunded. 50c.

Bottle Creek Baths, room 221 Draxel, 24 and Yamhill. M 1928, A 1928.

TRAIL TAKEN AGAIN

Ezra Meeker at 80 to Recross Continent Behind Oxen.

OLD PATH TO BE MARKED

Pioneer of 1853 to Make Third Trip Over Plains, Starting Tomorrow From The Dalles—Congress May Grant Fund.

Ezra Meeker, pioneer of 1853 and member of an immigrant train which came to the Northwest over the old Oregon trail, is ready at 80 years of age to make his third ox-team journey overland to the

that river at Topeka, Kan. From there he will go to the intersection with the Santa Fe trail, at Independence, about 40 miles from Kansas City.

Present Roads Deviate. "The oxen and wagon will travel the main-traveled road of 1853, and they are not always located on the line of the old trail. That makes it necessary for me to take along a pair of light mules, which will be used in locating the exact line of the trail. I shall not always be with the wagon, as it will be necessary to do some of the work of loading up camping grounds, trail work and the like but I shall be close to it.

His plans contemplate that historical societies of the six states through which the trail passes shall detail a man to accompany the expedition to verify the work done in each state, and to join in the report to Washington. That is the purpose of my visit to Portland. Washington has detailed C. B. Bagley to check the trail and it has been completed in that state.

"We can only make about 15 miles a day with the ox team, and it will require fully seven months to make the trip."

"When in the East in 1906 Mr. Meeker succeeded in arousing a great amount of interest in his old trail. Recently he took City driver was first arrested for bringing cattle upon the public streets. The editor of the Oregonian, Mr. H. J. H. went down to the City Hall and succeeded in having an ordinance passed allowing the pioneer outfit the privileges of the city for 30 days. The team was driven from the Battery to the upper end of Broadway and was given an ovation. At St. Paul, Minn., the Town Council allowed camp to be made in the hall square.

Mr. Meeker introduced the hop industry in Washington and was for 44 years engaged in exporting hops to the London market, and now resides in Seattle. He was the founder of the town of Puyallup, Wash., and a few years ago he went down to the City Hall and succeeded in having an ordinance passed allowing the pioneer outfit the privileges of the city for 30 days. The team was driven from the Battery to the upper end of Broadway and was given an ovation. At St. Paul, Minn., the Town Council allowed camp to be made in the hall square.

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The wagon in which the trip will be made is a counterpart of the one in which Mr. Meeker crossed the continent in 1853, the wagon box being boat shaped on the bottom, to enable it to float across the rivers. The trip will entail an expenditure of about \$5000, and will be financed by Mr. Meeker.

EZRA MEEKER IS ON HIS WAY

Again Will Take Up His Mission of Old Oregon Trail Markers.

VANCOUVER, Wash., March 14.—(Special).—Ezra Meeker, of Oregon Trail fame, visited his grandson, Rev. S. Templeton, of the Presbyterian Church here yesterday. Meeker is on his way to The Dalles, Or., where his ox team and prairie schooner await him on his trip over the Oregon trail. He is accompanied by a young people of the church and said that he could drive an ox team without any special preparation.

"Vancouver is the key city in this movement," he said. "This is virtually the end of the old Oregon trail. When the bill has been passed by the Legislature upon the assurance that additional funds will be raised, a location will be selected for a permanent monument."

New Bills Open at the Vaudeville Houses

Orpheum.

THERE'S a dandy fine bill at the Orpheum this week and the offering possesses distasteful, a most desirable and appreciated factor in vaudeville.

The piece de resistance is "La Petite Gossie," a bit from the subtle drama "The Girl in the Red Velvet Gown," presented in the form of pantomime. The Parisian "Apache" has no prototype in America, the nearest approach to this character being a character known as the East Side Bowery boy in New York. In "La Petite Gossie" the character is a young girl, depicted and the exterior of one of the many peculiar to the Montmartre Quarter and the meeting of the Apache rivals. The character is a young girl, depicted and the exterior of one of the many peculiar to the Montmartre Quarter and the meeting of the Apache rivals. The character is a young girl, depicted and the exterior of one of the many peculiar to the Montmartre Quarter and the meeting of the Apache rivals.

Another big hit is "The Mayor and the Manicure," as presented by Edwin Holt and his company. This delightful little comedy is by George Ade, which in itself is the trademark of sterling. In a manner replete with interest the cleverness of the plot is a masterpiece of plot in which a manicure lady attempts to blackmail the father of a college student. Edwin Holt is seen as the father, and the manicure lady is played by a young girl.

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"Witt's Girls From Melody Lane" are four pretty maidens who possess voices as sweet as their faces and are in their well-chosen repertoire of popular songs.

Stelling and Revel are horizontal ball gymnasts and are a most surprising act. The orchestra numbers, as invariably, remain a distinct attraction.

Pipe to Mark Trail.

"I plan to reverse the trip made first by 125 wagons and about 1000 people under the leadership of ex-Senator J. W. NeSmith, who was accompanied by Peter Burnett, who became the first governor of California, and Jesse Applegate. At prominent camping places, river crossings, road intersections and places of historical interest I will drive a galvanized iron pipe, three feet long, extending above the ground about one foot, and capped with a screw-top on which will be placed the lettering 'Old Oregon Trail, 1843.' If nothing is done by Congress these markings will last a century.

"The route will be from The Dalles up the left bank of the Columbia to Wallula, thence to Walla Walla and Pendleton. There we cross the Blue Mountains and enter La Grande. The next point will be Baker City. Oregon will be left at a point opposite Old Fort Boise, and we will then reach Boise, Idaho. Crossing the Snake River at Glenns Ferry, the trail runs on past Astoria Falls, Old Fort Hall and Pocatello to Soda Springs. From there we make the South Pass of the Rocky Mountains. Emerging from the pass we are in Wyoming. Striking the Sweetwater, the head of the Platte River, we go down along the south side to the vicinity of Grand Island, thence southwesterly across the Big and Little Blue rivers to the Kaw River, striking

branches. Trains began running over the Alto Hill on the Walla Walla-Riparia line Sunday.

Pass the nozzle of the PEERLESS Cleaner over it a few times, take out the dust bag—and you will find more dust there than you have just broomed out in the past half-hour.

Stand on steps and notice the thick layer of dust on the plate rail or cornice—raise the nozzle and pass it along the top—now stand on the steps again—you can pass your fingers anywhere and find not a speck of dust.

Notice the fluff and dirt under and around the tufts of your mattresses or chairs; place the end of the hose there for three seconds—and it's vanished. The PEERLESS is death to dust, dirt and germs.

Illustrated book and address of nearest PEERLESS store sent on request to Manufacturers Outlet Company, Mfg. Co., 89 Chambers Street, New York.

This is the first time that noontime services have been held by any church in the business district of Portland, and the beginning seems to insure a success for the undertaking.

In a meeting yesterday morning in the Y. M. C. A. the Baptist ministers of Portland decided to hold a meeting on the second or third Monday in April and ask all non-resident pastors to attend. It had been proposed by one of the clergymen that the expenses of the outside ministers in coming to the meeting be met by the Portland Association, each member being required to pay nominal fees of 30 or 40 cents. This was objected to by some of the members on the ground that the visiting ministers are better able to pay their fare than the city clergymen, because they have not to pay out streetcar fare like their brethren.

The body also decided that hereafter one meeting every month would be well as a universal meeting every week.

The last slide on the Elgin branch of the O. R. & N. was cleared away Sunday and traffic was resumed on the line yesterday. All other parts of the O. R. & N. system have been repaired of flood damage with the exception of the Moscow and Connel

of concentrated thought over matter. "Concentration" he calls the act, and with the assistance of a dozen "volunteers" he makes them cavort, swim, fight and go through other absurdities for the delectation of those in front.

Ralph C. Whitehead appears in a monologue stunt, giving character songs and imitations. Suggesting "Madame Butterfly" is a pretty little playlet, "Won by Wireless," with Carlisle Pearson and Jack Holiday as the cast of two. An American, still masquerading as a Japanese maid, and her sailor, a young naval officer, go through various vicissitudes, but wind up like the proverbial fairy tale.

A large crowd, including a number of professional and business men, yesterday attended the first of the two weeks' noontime services at the Baker Theater, under the auspices of the Brotherhood of St. Andrew of the Episcopal Church.

Bishop Scadding, of Oregon, president, and Bishop Keator, of the diocese of Olympia, delivered a short sermon. A picked choir from the Episcopal church of the city furnished the music.

Bishop Keator will preach today and tomorrow on Thursday, Friday and Saturday. Rev. E. V. Shaylor, of Seattle, will be the main speaker. G. Frank Shelby, of Denver; Bishop Padlock, of Eastern Oregon, and Bishop Rowe, of Alaska, will also speak in the meetings next week.

The services began promptly at 12:05 and closed at 12:30.

It is suggested that eczema sufferers ask Woodward, Clarke & Co. Skidmore Drug Co., druggists of this city, what reports they are getting from patients who have used the oil of wintergreen liquid compound, D. D. Prescription. Ask some of the cured patients what happened the very minute they washed the skin with this soothing oil.

Your itch can and will be taken away instantly if you will try a special bottle in a special offer at only 25c; INSTANT RELIEF—we KNOW (Regular bottle \$1.00.) Will you try a 25c bottle on our assurance? Woodward, Clarke & Co., Skidmore Drug Co., Portland, Oregon.

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IF someone in your household is a fine pianist, that in itself is the best argument why you should not be content with any piano less than the Weber.

Even in homes where no one plays especially well, it will pay in the end to buy the Weber. On occasions when skilled pianists visit the household, the presence of a Weber piano is a potent invitation to play.

The greater the pianist's ability, the more cultured the ear of the hearer, the higher will be the appreciation of the Weber's rich and colorful tones.

The Weber is an instrument apart from all other pianos. It embodies a distinct individuality, bringing to the surface the best there is in composer and pianist alike.

We are sole agents in this section for the world-renowned Weber Piano. We ask the opportunity of demonstrating to you what is meant by "Weber-Tone."

Eilers Piano House

353 Washington Street

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The Best Irrigated Fruit and Alfalfa Lands of the Pacific Northwest

Western Land & Irrigation Co., at Echo, Umatilla County, Oregon, on the Columbia

Butter Creek lands of this project are the most fertile and richest lands in the world. They are noted for their exceptional productivity. These lands produce as high as 1200 bushels of onions to the acre, and other things in similar proportion. What they produce is phenomenal. For intensified farming there is no better land. Here a five or ten-acre tract will make a family an independent living. For those wanting to locate on land of the height of perfection, on land having the greatest productivity, there is no place to compare with the Butter Creek Country.

Here there is not only the opportunity to make money, but to be located in the most favorable climate in the world. The Oregonian of March 9 will be of interest.

"COYOTE CUTOFF AUTHORIZED MONEY APPROPRIATED ROUTE Awaiting Right-of-Way Adjustment." Work on the Coyote cutoff of the O. R. & N. in Eastern Oregon is to begin as soon as right-of-way issues can be adjusted. Authority has been given for the construction of the road and the money has been appropriated, according to J. F. O'Brien, vice-president and general manager.

"The present route of the O. R. & N. follows the Umatilla River from Echo to Umatilla, and then turns at right angles down the south bank of the Columbia River. Coyote is a station 15 miles west of the Umatilla, and the cutoff runs in a straight line across lots to Echo. The cutoff will be 25 miles long and will reduce the mileage of the main line 12 miles in addition to eliminating many degrees of curvature. Part of the right of way will cross lands reserved by the Government for reclamation purposes. It will be necessary to have the maps approved by the Interior Department. Work will begin just as soon as this approval is given."

The analysis of the soil shows it to be superior for fruit than that of our now famous districts. We are now prepared to take contracts for 500 or 1000-acre tracts. When you know what this land is worth, you will be surprised at the extremely low price and the easy terms at which it is sold. Don't fail to get at the bottom of this opportunity. The PREMIER irrigated land of the world.

For all facts, write or call on

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414 Henry Bldg., Portland.

Illustrated book and address of nearest PEERLESS store sent on request to Manufacturers Outlet Company, Mfg. Co., 89 Chambers Street, New York.

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