

DRAWS CLOSED BY WAR DEPARTMENT

Washington Authorities Order Bridges Shut During Evening Rush.

M'INDOE'S FIGHT FUTILE

Change Effective in Ten Days and Closing in Morning Busy Period to Continue—Victory Won by Portland.

Indirect word was received from Washington yesterday that the War Department had ordered the draws of all bridges closed every evening from 5:45 to 6:15 o'clock and from 6:30 to 7:00 o'clock. The morning closing periods, 7:15 o'clock to 7:45 o'clock, and 8:00 o'clock to 8:30 o'clock will be continued as heretofore.

The change will be effective probably within 10 days. United States District Attorney McCourt advising the County Court yesterday not to close the bridge during the evening rush hours until notified officially that Portland's bridge fight had been won by the municipality.

Representative Lafferty telegraphed to County Judge Cleeton yesterday that the change had been ordered by the War Department, and a press dispatch also told of issuance of the order. The County Court telegraphed thank you to the Representative Lafferty for his interest in the subject.

As the bridge situation now stands the closed periods are the same as followed before County Judge Cleeton and Commissioners Lightner and Hart were prosecuted by the Government for their action.

A lengthy petition sent to Washington asked the authorities to sanction a closed period every evening from 5 to 7 o'clock. Instead, the War Department has ordered two closed periods totaling one hour.

Major McIndoe, of the Army Engineer's office here, opposed the decision of the War Department at the hearing in Washington.

If, after three months' trial, the closing periods are found insufficient, the County Court has been advised that the War Department will consider a request for longer evening closing of bridges.

"I am naturally very much pleased," said County Judge Cleeton. "The County Court thought it had the right under the law to regulate the draws during the busy hours of the day, and we inaugurated the closed period in good faith, confident, however, that if the Federal Court did hold otherwise, the surest way to get the regulation made to make a test case, which was done, by criminal prosecution of the members of the County Court before the local Federal Court."

"The Federal Judge held that the court had no authority to pass any regulation, so we immediately got out a petition, supplemented by letters, which were recently sent for and presented by Representative Lafferty."

"The regulation adopted by the Government is the same as last August." Steamboat owners received news of the evening closed periods with chagrin. Protests were made that the office of Major McIndoe had not been forwarded to Washington, as they covered territory along the Willamette River from the gate to Portland and on the Columbia from The Dalles to Astoria.

"We did not close negotiations for property on the waterfront at The Dalles when we were assured the War Department would not grant the evening closed hours, after the morning hours had been established," said Captain Shaver, of the Shaver Steamship Company, who has headquarters at the foot of Davis street. "As soon as our lease expires on the dock now occupied by the tugboat, we will leave the tugboat and work such a hardship on towing vessels as those carrying passengers, but even with us we have been forced to leave time with the morning closing."

Frequently we are asked to assist the Port of Portland Commission in moving vessels in the harbor, and to help out with the bridges we have sent our steamers out early. If they get back to the dock between periods it means that they must be held until the next morning, and that has caused considerable loss. We will now raise our rates for towing, as we cannot afford to have steamers and tugboats while the public crosses the bridges."

Captain O. Kellogg, of the Kellogg Transportation Company, with headquarters at the foot of Salmon street and operating to the Coville River country, says that delays in his service will result in shipments being held back here, and that he will be loaded on that are passengers and perishable freight must be landed at the dock before the railroad docks can be visited for the heavier commodities to be discharged.

"What is the sense of the Government spending money in constructing the Celilo Canal, maintaining the Cascade Locks and planning to improve the Oregon City locks or build new ones in the interest of an open river if it is to be closed here?" he asked. "Either those improvements will tend to increase river business materially or else it is folly to expend the money. Closing the bridges means that the freight will be held up, and the money will be held up. Steamboatmen are having sufficient obstacles thrown in their way now to keep them without the adding another burden of delaying the boats and men with the bridges. Portland is retaining a share of the Coville River trade with difficulty and to hold up the steamers at the bridges will reduce that percentage for the Coville Valley as near Puget Sound as Portland so far as commercial deliveries are concerned. But if we cannot make both ends meet steamboating, there are other lines to be followed."

Captain A. W. Graham, of the Yellow Stack Line, operating from Portland to Corvallis with a deck at the foot of Taylor street, says that the principal damage he expects will be to the cost to shippers for the delivery of freight.

"The benefits to be gained by a part of the public in crossing the bridges during the evening hours will not offset the added expense of drayage, for we will refuse to agree to deliver rail freight below the bridges or smaller consignments there because of the delays that must be met with," he said. "As a result all goods will be delivered on our dock and must be hauled by the consignee. It is taken into consideration that drayage from Albers or Alsworth dock to our berth costs nearly as much as to ship packages from Portland to Salem. It will be realized that this closing is not a benefit without heavy cost."

Railroad Rumors Stir People. MARSHFIELD, Or., June 15.—(Special.)—More railroad rumors pertaining to Coos Bay, are being circulated. It is reported now that Engineer Aston, who is said to be connected with the Coos Bay and Eastern Electric Line, is making a tour of the country between Myrtle Point and Roseburg and is following closely along the line of the survey of the Coos Bay-Boise road, which has been in prospect. There seems to be nothing definite about the railroad rumors, but the talk has created some little stir in real estate circles.

PROTEST HAS RESULTS

Freight Agents Promise to Discuss New Closing Order.

T. Van Heekren, secretary of the transportation committee of the Chamber of Commerce, has obtained from the railroad companies a verbal promise that they will discuss the new closing order of the Harriman lines, that no attempt will be made to enforce the proposed early closing hours at the freight receiving depots in the city until a conference has been held between the railroad companies and the railway officials. Mr. Van Heekren has asked that the promise be put in writing.

The decision of the local freight agents' association to close during June, July and August on the first five days of the week at 4 P. M. and on Saturdays at 1 P. M., aroused a storm of protest from Portland jobbers. It was also proposed to close during the remaining nine months of the year at 1 P. M. Portland wholesalers and jobbers protested because standard rules were not made for Seattle, Tacoma and Spokane, competitive distributing points.

A conference which was to have been held Wednesday, failed to materialize because many of the traffic officials and local freight agents were out of the city.

PERSONAL MENTION.

R. C. Hunt, of Albany, is at the Imperial.

E. T. Roup, of Joseph, is at the Imperial.

D. W. Fisher, of Klamath, is at the Imperial.

L. F. Anderson, of Walla Walla, is at the Bowers.

J. G. Tate is registered at the Portland from Hood River.

E. S. Wooster and wife, of Lewiston, are at the Portland.

F. L. Trullinger, a merchant of Yamhill, is at the Cornelia.

C. H. Eamala registered at the Bowers yesterday from Grand Pass.

P. A. Kilus, an auctioneer of Corvallis, was at the Imperial yesterday.

C. H. Fraser and wife, of Palouse, were at the Oregon yesterday.

O. W. Skelton and wife, of Corvallis, were at the Oregon yesterday.

John Doumit, a merchant at Cathlamet, is registered at the Oregon.

J. P. Yates and wife, of Wasco, were registered at the Portland yesterday.

Frank Ira White, a real estate dealer of Klamath Falls, is at the Imperial.

P. C. Schlenz and wife, of Aberdeen, registered at the Oregon yesterday.

J. G. Neil, of Colfax, Wash., was among yesterday's arrivals at the Portland.

G. J. Gessinger, an orchardist of Hood River, was at the Portland yesterday.

W. J. Welch and wife, of Haines, were registered at the Imperial yesterday.

John Twoby, railroad contractor from Spokane, was at the Bowers yesterday.

Dr. Charles A. Ault and children, of Enterprise, is registered at the Imperial.

Dr. and Mrs. C. M. Donald, of Spokane, were registered at the Portland yesterday.

Dr. J. W. Ingram, of Marshfield, was among yesterday's arrivals at the Cornelia.

E. D. Marshall, an extensive cigar dealer of Los Angeles, is at the Cornelia.

Mrs. J. F. Reddy, wife of the ex-Mayor of Medford, was registered at the Oregon yesterday.

Mrs. M. R. Pomeroy, wife of a prominent Astoria business man, is registered at the Perkins.

H. C. Atwell, of Forest Grove, president of the Oregon Horticultural Society, is at the Oregon.

Sherm Swank, a pioneer business man of Astoria, Marion County, was at the Imperial yesterday.

Dr. Robert H. Ferguson, of East Orange, N. J., was registered at the Portland yesterday.

A. R. Shumway, a merchant of Milton, Umatilla County, accompanied by his wife, is at the Perkins.

H. N. Standfield, after whom the town of Standfield was named, is registered at the Imperial from Standfield.

Rev. W. G. Smith, of Wolf Creek, Southern Oregon, was among those registered yesterday at the Portland.

Thomas A. McBride, Associate Justice of the Supreme Court, was registered at the Imperial yesterday from Salem.

L. G. Wilson, who is largely interested in Washington coal lands, was at the Oregon yesterday, registering from Centralia.

Mr. and Mrs. W. H. Babb, for many years residents of this state but now of Kelowna, Canada, are registered at the Perkins.

J. H. Spaulding, a former resident of this city but now engaged in the timber business at Tacoma, was registered at the Perkins yesterday.

P. T. Rowe, Episcopal bishop of Alaska, is registered at the Portland. Bishop Rowe is attending the sessions of the Episcopal diocesan convention in this city.

Paul French, a prominent young business man of The Dalles, was at the Cornelia yesterday, being en route home for a four months' visit in San Francisco.

A. McGill, nurseryman of Orenco, accompanied by his wife, was registered at the Perkins yesterday.

J. J. Phoenix and wife and E. Williams and wife, of Des Moines, Wis., at the Perkins. Messrs. Phoenix and Williams are manufacturers' merchants in the Wisconsin city.

G. D. Rushmore, a former resident of this city, who has been engaged in business at Tacoma for several years, has returned to Portland to reside. Accompanied by his wife he was registered at the Perkins yesterday.

Mr. and Mrs. Charles F. Roberts, of Seattle, are visiting relatives in Portland for a few days. They are en route to Yellowstone Park. Mr. Roberts is connected with the Government Signal Service at Seattle.

Professor A. C. Tibbitts, principal of the public schools of Blue Earth, Minn., is registered at the Oregon yesterday. The mission of Professor Tibbitts in visiting Oregon at this time is to make an investment in Southern Oregon orchard lands.

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From Portland—D. Tarpley, at the Seville; Miss H. M. Kenworthy, at the Broadway Central; Miss L. Glover, at the Bessie; J. E. Young, at the Murray Hill.

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From Salem, Or.—J. L. Stockton, at the Pierpont.

From Tacoma—E. M. Chester, Miss K. Baile, at the Hotel Astor.

ATHLETES TO COME

Los Angeles Will Send Fast Men to Astoria Meet.

INVITATION IS ACCEPTED

Southern Pacific Athletic Association Will Hold Tryout in August to Select Those to Represent Organization.

LOS ANGELES, Cal., June 15.—(Special.)—The south will be well represented at the Pacific Coast track and field championships, which are to be held at Astoria, Gr., August 25, according to plans announced today by the Southern Pacific Athletic Association.

At a meeting at the Los Angeles Athletic Club, the local organization voted to accept the invitation to send representatives to the northern meet, and the secretary was instructed further to communicate with the management of the Astoria centennial celebration regarding expense money to be furnished athletes from Southern California.

The Southern Pacific Athletic Association will hold a tryout during early August in which all amateur athletes will be eligible to compete. The men making the best showing will be selected to represent this city at Astoria.

Among the southern athletes who are in line for places on the team are Fisher and Sturges, long distance men, and Gillette, sprinter, of Pomona; Thompson, sprinter, of Richardson, vaulter and weight thrower, Dawson, of Stanton and McClure, of Los Angeles High School; Kelly, the high school phenomenon of Orange High, and James Donahue, the all-around athlete.

The meeting of the organization tonight was largely given over to the discussion of plans for the future. Captain J. E. Franklin, president, good naturedly gave the committeemen to understand that they must get busy and stir up a little excitement in their respective departments of the work. Los Henry was appointed a delegate at large to the Astoria festival.

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"WINGED M" HAS HOPE

TEAM READY TO COMPETE AT NORTHWEST MEET.

Multnomah Men Expect to Make Good Showing in Weight and Field Events at Seattle.

The Pacific Northwest Amateur Athletic Association annual field and track meet will be held tomorrow afternoon under the auspices of the Seattle Athletic Club at Seattle, Wash., and the Multnomah Amateur Athletic Club will be represented by a team comprising principally weight and field men.

Manager Jack Hickson and Trainer Bill Hayward and the Multnomah athletes will leave Portland this morning for Seattle, and both manager and trainer expressed confidence in the ability of the Multnomah athletes to make a showing.

Trainer Hayward was frank in admitting that he did not see much of a chance for the winged "M" in the track events, for he figures on only Hawkins in the hurdles as a winner, and is placing his main dependence on Multnomah's chances in the weight and field events, where the Seattle Athletic Club is not so strong.

In the field events Hayward expects Williams to win the pole vault for Multnomah, and Nell to capture the javelin throw, while Dan Kelly is expected to take the broad jump, and Carl Poltr and Baker, late of Centralia, looked upon as possible winners in the weight events. If these men show to form in the field events, and Haykins can capture the hurdle races, Multnomah stands more than a passing chance to win the meet, despite the fact that Jack Nelson, Joe Malcolmson, Bralley Gish and the other Seattle runners are conceded to be the best in the Northwest.

Up to a late hour last night it had not been decided definitely whether Dick Grant, the Washington High School sprinter, would be taken to Seattle or not. Hayward does not favor the idea of pitting the clever youngster against such veterans as Malcolmson, Nelson, Martin and Gish, for fear of frightening him in the event of defeat.

Hayward looks upon Young Grant as one of the most promising boys he has ever seen, and wishes to train him carefully, and at the Pacific Coast championships at Astoria in August he thinks Grant will be ready to compete against the Seattle stars. Another handicap Grant has been under is the Multnomah Field at present has no good running track, for the earth is soft and sandy, despite rolling, and this drawback makes the leaving of the crack youngster at home when the team leaves today.

The Multnomah athletes who are sure to take to Seattle this morning are as follows: Wolff and Baker, weights; Hawkins, hurdles and javelin; Baker, weights and javelin; Latourette, hurdles and sprints; Williams, pole vault, and Kelly, jumps and possibly the 100 yards dash. The Multnomah team leaves at 10 o'clock.

EAST WILL CLASH WITH WEST

Miss Sears and Miss Sutton Meet in National Tennis Finals.

PHILADELPHIA, June 15.—It will be East against West in the final round of singles tomorrow in the women's National championship lawn tennis tournament at the Yellowstone Park. Mr. Roberts is connected with the Government Signal Service at Seattle.

Professor A. C. Tibbitts, principal of the public schools of Blue Earth, Minn., is registered at the Oregon yesterday. The mission of Professor Tibbitts in visiting Oregon at this time is to make an investment in Southern Oregon orchard lands.

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From Tacoma—E. M. Chester, Miss K. Baile, at the Hotel Astor.

Only 14 Days More of the Gigantic Removal Sale

50c-75c Belts at 15c

3000 Patent Leather, Suede and Elastic Belts, 50c, 65c, 75c values, at Removal Sale Price of... 15c



50c-75c Neckwear 9c

1500 pieces of Persian Neckwear, best 50c, 65c and 75c values, at Removal Sale Price of... 9c

The Grand Climax of the most wonderful sale ever held sees the

Most Sensational Bargains and Slaughtering of Prices

of \$50,000 stock of Women's High-Grade Outer Wearing Apparel, that will pack our store to the very doors. While every woman will admit that we have given wonderful bargains during this sale, for a final wind-up we have added our choicest lines and marked them at such extraordinary low prices that you can provide your wants for many months to come. Furthermore, remember that this stock is all new and this season's goods—no accumulations of years to be found here.

Read the list of Phenomenal Bargains and be on hand early this morning. You'll be convinced this is one genuine sale where the "ads" are backed up by the goods. Nuf ced!



\$25 to \$28 New Tailored Suits \$11.95

\$30 to \$35 New Tailored Suits \$14.95

\$45 to \$50 New Tailored Suits \$21.95

Grays, Tans, Blacks, Blues and Cream Serges. All sizes for Misses' and Women's Suits that can be worn all Fall.

\$20 and \$25 Silk, Lingerie and Marquisette Dresses \$9.95

\$28 and \$30 Silk, Lingerie and Marquisette Dresses \$13.75

\$35 and \$40 Silk, Lingerie and Marquisette Dresses \$16.95

Dozens of beautiful models to select from. Dutch neck with kimono sleeves, Foulards, Messaline, Taffeta and Pongee Silks. All colors and sizes

\$5.00, \$6.50 and \$8 Beautiful Tub Dresses \$3.95

Dutch neck effects in beautiful Lawns, Chambrays and Imported Gingham. Genuine \$6.50 and \$8.00 values, on sale at

\$3.95

Removal Price of only

1000 White Serge, French Challie and Exquisite Lingerie Dresses, choice \$7.95

at only

Wonderful Jacket Bargains

Short Spring Jackets, also White Serge Coats in 3/4 lengths, are reduced as follows:

\$6 to \$8 Short Jackets only \$2.95

\$8-\$10 White Serge Coats \$3.45

\$12-\$15 White Serge Coats \$5.95

Broadcloth Capes Half Price

Entire stock of Broadcloth Capes, full line of the wanted colors, all on sale at half price.

Extra! We've exactly 45 Suits carried over from last Fall. They come in dark mixtures, and are all staple styles. They sold at \$35, \$40 and \$50—to clean up the lot quickly we say your choice for only

\$12.45

Really Sensational Waist Bargains

\$1.25 Waists, 39c

5000 lingerie and lawn Waists and Middy Blouses, \$1.25 values, at...

\$1.50 Waists, 79c

2500 plain white tailored Waists, the \$1.50 values, at only...

\$2.00 Waists, \$1.18

Marquisette Waists, Dutch neck, new Bulgarian effects, \$2 values, at only...

75c to \$1.50 Collar Pins 19c

10,000 Heavy Gold-Plated Dutch Collar Pins and Belt Buckles, 75c to \$1.50 values, at Removal

\$1.95

All Silverware Half Price

We are going to discontinue to handle Silverware in our new store. The goods on hand—Toilet and Manicure Sets, Knife and Fork Sets, Picture Frames, Powder Jars, etc., all on sale at 1/2 PRICE

\$6 and \$7 Sweaters \$2.45

Made of finest Australian lambs' wool, \$6 and \$7 values, at Removal

\$2.45

Sale Price of....

SLAVE CASE WITH JURY

MRS. IVA BENNETT IS TRIED ON KELSEO CHARGE.

Woman Accused of Contributing to Delinquency of Emma Lane, 16-Year-Old Girl.

A jury, which yesterday heard in Federal Court the evidence for and against Mrs. Iveta Bennett, charged with contributing to the delinquency of 16-year-old Emma Lane, retired shortly before 5 o'clock last night with instructions from Judge Bean to return a sealed verdict should a decision be reached during the night. Mrs. Bennett was tried on an indictment containing four counts. The Lane girl is alleged to have been sent from Portland to Kelso, Wash.

Two of the counts, based on section 4 of the white slave law, were rendered of no effect by a decision of Judge Bean that this section does not apply in cases where it is shown that the victim has full knowledge of the reason for which she was going from one state to another. In this case it was established that Emma Lane knew for what purpose she was being sent to Kelso. The section in question relates wholly to girls under 18 years of age. The other two counts of the indictment were based on section 3 of the act, in which age is not specified.

Mrs. Bennett introduced her son, Edward Bennett, and daughter, Mrs. Winnie Robbins, as witnesses to show that she was ill and under a physician's care last October. In which month she is alleged to have sent the victim to a house conducted by Mrs. Alfred Schade at Kelso. Alfred Schade on the stand said that his wife wrote for a girl, saying that she was known for what purpose she was being sent to Kelso. The Lane girl wrote back and wanted to know what the Plaza people meant by sending her a "kid" for what she wanted a woman. He declared that he had not been in Kelso to see what kind of a house his wife was conducting, and had not seen her since November. Schade is also under indictment in connection with the same transaction

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for which Mrs. Bennett yesterday stood trial.

Tillamook Handles Much Mail.

TILLAMOOK, Or., June 15.—(Special.)—The amount of mail handled at the Tillamook postoffice during