

PORTLAND PAVING PRICES WATCHED

Auditor to Compare Cost of Material in 25 Cities With Tolls Here.

OVERCHARGE IS SUSPECTED

C. A. Bigelow Notes Variance of Rates Charged — Mayor Tells Executive Board of Fees Regarding Excavations.

"Most people in Portland think they are being robbed by the paving companies, and, from a letter I saw recently from a Middle Eastern city, I think it may be true," said C. A. Bigelow, a member of the City Executive Board, yesterday afternoon, when moving that the Auditor be directed to obtain from at least 25 American cities throughout the country the cost of paving, the character of the specifications and all data necessary to form an intelligent idea as to whether this city is robbed.

Bittulthick and Hassam pavements came dangerously near being held up because of the prices quoted on excavations, but escaped for the reason that the committee, composed of W. H. Fitzgerald, R. O. Rector and Mr. Bigelow, was persuaded that the rate is a fair one. It was evident, however, that the members of the committee had been told that there might be some cause for watching the excavation prices, and after the meeting had adjourned, it was learned that none other than Mayor Rushlight had so advised them.

Rushlight Gives Warning.

"I had heard that excavation rates would be watching, and informed the members of my street committee to that effect," was the only comment of the Mayor, when told what the committee had done. There was a merry twinkle in his eyes as he said it.

Bittulthick excavation quotations yesterday ran from 50 to 95 cents a cubic yard, and City Engineer Hurlburt said that these are pretty good prices, considering the nature of the work. Hassam bids were from 55 cents to 90 cents a yard.

Some bittulthick contracts were recommended for award, but the Hassam contracts were not acted on for the reason that the Oregon Highway Commission, through J. H. Crane, local agent, warned the city against letting contracts for this work to any company other than it, as it had a Government patent on its product and threatens to make the city trouble if any contracts are let to other concerns. This feature of the proceedings was referred to City Attorney Grant.

Rates' Variance Noted.

As the various bids were read by Clerk Grube, the members of the committee, who were holding their first session, were plainly impressed with the varying quotations for certain work, and the remarkable close quotations for other work. Grading was quoted at as low as 13 cents on ordinary street work, but in each of the hard-surface bids it was much higher.

"I never was so glad as when I arrived back in Portland," said Mr. Bigelow, "why it is that many of these bids show great variations in rates, but the bittulthick and Hassam bids show variations right down the line. If others can quote low prices for grading, why can't the companies laying these pavements?"

City Engineer Hurlburt explained the difference between the character of work involved. He said he thought the hard-surface bids were reasonable. They were held over, however, until after other work was disposed of, when they were taken up and considered in detail. Mr. Bigelow said that the people expect this administration to lower the paving rates, if possible, and to "get them the right prices for this work."

Bittulthick Award Asked.

Recommendations were made for the award of bittulthick paving on the Twenty-eighth and other streets, aggregating \$33,900, to the Warren Construction Company, East Glisan street, from East Sixteenth to East Eighty-second streets, and sidewalks to Jeffrey & Buffum; Glen avenue and other street, to the Warren Company for \$4,600; and other similar contracts. Contractors were notified that they will be required to keep within the time limit on their work or suffer the consequences, unless having excellent reasons. Extensions of time were denied to O. Poulsen, the Barber Asphalt Company, on East Ankeny street, and Gleiblich & Joplin, because the committee felt they were negligent and not entitled to any extension from the city. They will be fined for delinquencies.

AUTO SPEEDER RELEASED

Sentence to Rockpile, Imposed by Police Court, Reversed.

Judge Gantenbein yesterday allowed the motion of R. B. Giltner, attorney for L. B. Barde, for a directed verdict of not guilty in the case of the City of Portland against L. B. Barde, in which the latter was appealing from a sentence of 15 days on the rockpile imposed by Judge Tawell in Municipal Court for automobile speeding.

In allowing the motion the Judge declared that he was loath to send Barde to the rockpile for the reason that he is a young man, and this was, as far as the court knew, his first offense. Another fact which dictated the decision was the announcement of H. H. Duff, who was knocked down and injured by Barde's automobile at the corner of Sixth and Washington streets on March 14, that he intends to commence civil action for damages. The evidence also showed that a witness was following the automobile and Judge Gantenbein was of the opinion that Barde, a young and inexperienced driver, may have been trying to keep out of the way of the car.

P. Maher and John D. Vincent testified, when the case was tried in Municipal Court, that the automobile was going at the rate of from 12 to 15 miles an hour, and that, after knocking down Mr. Duff, a Confederate veteran, and forcing other people to scurry for safety, the machine was not stopped.

MANY TAKE MEDICAL QUIZ

101 Embryo Doctors Grapple State Board Questions.

Eastern students form the large majority of the class that is taking the examinations before the State Medical Board which began at the Lincoln High School Wednesday. The class of

applicants numbering 101 is the second largest in the history of the Board. The examinations will close tomorrow night. The applicants are:

Reuben Neil, John W. Carson, Charles C. Osborn, H. Neff, Lacy, Martin L. Morris, Edward R. Treadway, C. A. Ross, A. J. Bender, J. C. Walton, T. D. Smith, John A. Walker, John H. Hartwell, H. E. Carruth, A. P. Howell, A. E. Rosenfield, J. A. Van Baskie, Justin J. Waugh, Daniel E. Reed, D. Everett Standard, Frank W. Murphy, Albert H. Ross, Clifton A. Thomas, Agnes M. Brown, J. P. Graham, C. Flint, Cathay, Roland Leep, Harry E. Shook, James H. Gillis, John Roth, Frederick J. Jones, R. Anderson, Charles Vascit, William G. Keller, Albert Muntz, M. C. Barber, L. J. McCabe, Ernest Lepton, William Woodward, C. E. Stafein, J. Otto Pitt, E. Hall Lane, W. E. Walley, Vernon H. Ed, John P. Edson, E. M. Drumming, Benjamin N. Wade, A. M. McNical, Dora Underwood, Thomas C. Little, E. C. White, Alice Porter, W. Hopkins, W. W. Rhodes, W. C. John L. Myers, J. A. Milburn, C. L. Hakey, Eva S. Walker, Abs. F. Nemiro, W. C. Hume, H. W. Byr, F. J. Hellyerth, J. O. Hurst, David J. Pasching, William B. Ransel, H. Batten, Habel E. Fouch, F. R. Haden, J. C. Hagle, H. R. Whitaker, H. R. Kaufman, C. H. Robinson, W. H. Richardson, Bertha S. Stewart, Edward Rich, E. Patterson, George Riggs, T. Bayless, J. M. Bull, M. H. Ober, J. C. Whitaker, Frank Lee, William C. Hume, Orris E. Patterson, George Riggs, Merle V. Forrest, J. Harry Murphy, Ross, C. F. Phil, H. H. Hall, William J. R. Fairbairn, G. D. Murphy, M. Hart, H. P. Hooker, Mabel L. Williams, in session.

The following officers for the State Board were chosen at the annual election which was held in the office of Dr. E. B. McDaniel yesterday. President, Dr. R. C. Coffey; secretary, Dr. E. B. McDaniel; treasurer, Dr. Herbert Nichols. Dr. P. Moore, of Enterprise, and Dr. H. L. Henderson, of Astoria, were elected to the Board.

EXPENSE DECISION SOON

HARRIMAN SYSTEM TO DETERMINE IN 30 DAYS.

J. P. O'Brien and George W. Roschke, of Southern Pacific, Return From Trip to Chicago.

How much money will be expended by the Harriman system in the Northwest in the next year will be determined within the next 30 days by the board of directors of the Southern Pacific and the Union Pacific roads. Budgets of all proposed expenses on the various parts of the system have been presented to the officials, and they must soon give them consideration.

J. P. O'Brien and George W. Roschke, general manager and chief engineer respectively of the local Harriman lines, returned yesterday from Chicago where they were in conference for 10 days with Julius Kruttschnitt, director of maintenance and operation, and other high officials. They discussed needed improvements on the system and prepared a complete report recommending certain extensions on the Southern Pacific lines in Oregon, and the O-W-R & N. Company properties.

Among the improvements likely to be authorized by the Eastern officials is the completion of the Natron-Klamath cut on the Southern Pacific work upon which has been going on for more than a year.

Double-tracking of the O-W-R & N. main line also is expected to receive the sanction of the directors as further improvements on various parts of the system. The O-W-R & N. Co. now has nearly completed its proposed work into the Deschutes Valley. When the bridge across Willow Creek at Madras is finished only about 10 miles of track will need to be laid, this consisting of the stretch between Willow Creek and Culver Junction.

"I never was so glad as when I arrived back in Portland," said Mr. O'Brien yesterday. "It was scorching hot back there and I suffered along with the rest of the people in Chicago. We found little relief until we neared the Rocky Mountains and then a thunder shower cooled us off a bit. Traveling through the hot mountain country proved another hot spell, but when we crossed the Blue Mountains in Eastern Oregon we felt relieved. As we approached Portland the atmosphere was cooler and we rode in comfort."

"Back in Chicago they would consider weather like we are having here today a beautiful day," O'Brien reported that crop conditions throughout the Middle West are encouraging and that the people look for a bountiful harvest.

With the movement of the crops an improvement in the industrial and financial conditions of the country is expected. While a wave of prosperity will not follow the harvesting of this year's crop, Mr. O'Brien believes the

BOY ROBS FOR REVENGE

DOCTOR, TOWN'S POSTMASTER, IS LAD'S VICTIM.

C. Fred Bradt, 17, to Be Taken From Portland to North Carolina for Postoffice Theft.

C. Fred Bradt Jr., aged 17 years, arrested in this city for the robbery of a postoffice at Cronky, N. C., will be returned to the scene of his crime for trial. United States Marshal Corwell may accompany the lad to North Carolina although this has not been decided.

There is a pathetic side to the case of young Bradt. It appears that the postmaster of the office Bradt robbed is also a physician. In an illness from which she died, Mrs. Bradt, the lad's mother, was treated professionally by the postmaster. Bradt declares that his mother's death was due in a large measure to the negligence of the physician and he declared he committed the crime merely to "get even" with the physician-postmaster.

Young Bradt was arrested in Portland where he was employed as messenger. He does not deny the robbery, although he disputes that part of the indictment charging him with the theft of money. He confesses taking about \$3 worth of stamps at the time of the crime six months ago.

United States Marshal Corwell does not regard Bradt a bad boy, but he received an order yesterday directing the return of Bradt to North Carolina and in the circumstances he has no other alternative and must comply with the mandate of the Federal Court.

FOR THE BEACHES.

Have baggage checked at your home. E. & O. Transfer Company, Park and Davis, Main 6950, A. 3222. Day and night service.

Plummer has the highest quality olive oil in Portland. Sample free. Call or phone Plummer Drug Co. 260 Third.

Harris Trunk Co.'s Removal Sale now on. Prices greatly reduced.

ROADS EARN LESS

Heavy Falling Off Shown in Entire Country.

EXPENSES ARE INCREASED

Report for April Embracing Railways of United States Gives Decline in Revenues for Freight at 7.1 Per Cent.

Railroad earnings for April show a heavy decrease over the entire country, according to the recent report of the bureau of railway economics on the revenues and expenditures of steam roads in the United States.

The decline in revenues amount to nearly \$7,324,000 or 4.9 per cent. The decrease was practically all in freight revenue which went 7.1 per cent less than a year ago. Passenger revenue showed a very slight increase but hardly enough to change its tendency to remain practically stationary.

April operating expenses declined but both net operating revenue and operating income show decreases, the former of nearly five and the latter nearly 6 per cent. Taxes increased 1.4 per cent.

Decrease Is Shown.

For April the decline in freight business is 1.2 per cent. The fact that total operating revenues for 218,374 miles of line have declined 4.9 per cent, a tenth of 1 per cent indicates that railroad business has only about held its own as compared with the same ten months of the previous year. Net operating revenue has declined 7.6 per cent, and operating income declined 9.2 per cent. With practically no increase in revenues the expense of operation has increased 4.4 per cent.

April earnings for Western roads are very unfavorable as both their freight and passenger business fell off. As compared with the same month a year ago, the loss of total operating revenue was 10.2 per cent or \$76 per mile, largely caused by a decrease of 13.6 per cent in freight revenue or \$70 per mile. Operating expense decreased, but at the cost of heavy cuts in maintenance of way and structures, amounting to 22.5 per cent or \$29 a mile of line. Maintenance of equipment was reduced 6.1 per cent and transportation expenses 4.8 per cent. Rapid economies did not, however, prevent very important decreases in net operating revenue, amounting to 11 per cent, or operating income amounting to 12.3 per cent. For the ten-month period Western lines lost in total revenue net and operating income.

Expenses Are More.

The unfavorable showing made by railroads from the beginning of the last fiscal year is due to the fact that while the revenues are about the same the cost of doing business has considerably increased.

In commenting on the situation as presented by these reports, Howard Elliott, president of the Northern Pacific, recently said:

"The volume of business done by the railroads in the last year has shown no increase of consequence while the 'cost of living' which individuals feel is quite as adversely affecting railroads. It has not been possible to do a sharp rise in operating expenses. Railroads are therefore in a position of having done no more business than in the previous year, while to handle their business the outgo has been much larger."

RAIL MERGER NOT IMMINENT

Combine of Chicago & Northwestern and N. P. Seems Remote.

Immediate combination of the Chicago & Northwestern and Northern Pacific railroads is not seriously considered among railroad men in the East, declares R. V. Holder, general agent in Portland for the Chicago & Northwestern, who has just returned from a trip to Chicago.

As a result of the recent \$600,000,000 bond issue by the Great Northern for the purpose of taking up the indebtedness of the Burlington and consequently relieving the Northern Pacific in ownership on that road, reports have been frequent that the two Western lines the Northern Pacific will combine interests. If such a plan is receiving consideration by officials that control those lines he heard nothing of it while in the East, said Mr. Holder yesterday.

"The East and Middle West are suffering too much from the heat just now to give much attention to anything else," he added. "They look for a heavy crop and consequent good times. The people are deeply interested in Oregon and look to this state for a large share of traffic after the crops are harvested."

TRANS-COUNTRY TRAINS NAMED

North Coast Limited and Evergreen State Applied to Two.

Every transcontinental train operated by the Northern Pacific now has its own distinctive name. The new, handsomely-illustrated booklet issued yesterday by the Northern Pacific passenger department designates the name by which the various trains are to be known.

The "North Coast Limited," the fastest East-and-West train of the Northern Pacific, will continue over the title. Connection for this train is made via the North Bank road out of Portland.

Hereafter the train leaving Portland at 8:30 P. M. and arriving at 7:10 P. M. will be known as the Evergreen State Limited. The night trains between Portland and Seattle will be called the Portland-Seattle Special, or the Seattle-Portland Special, the name of the station from which departure is made being first in the title. Local trains on various parts of the system likewise have their own individual appellations.

OREGON TRUNK IS SCANNED

Rail Officials Here With Church Assembly Inspect Line.

Eastern representatives of the Great Northern Railway visited Portland yesterday morning and departed over the North Bank for a trip up the Deschutes for the purpose of inspecting the new Oregon Trunk Line in which the Great Northern owns a half interest.

The party consisted of F. G. Holmes, traveling freight agent at Kansas City; traveling passenger agent at Chicago; and V. Jones, traveling passenger agent at Des Moines, Iowa.

They were brought to Portland at this time on account of the Christian Church convention, each having accompanied a party of delegates to the city.

Removal sale, Harris Trunk Co., 122 6th st. Prices greatly reduced.

EXPANSION SALE!

Owing to the tremendous growth of our business during the past four years, we are compelled to enlarge our quarters and have leased the room in the rear, which will give us an additional entrance on Grand avenue and will almost double our present floor space. The work of tearing out partitions and remodeling the new annex will begin soon. Every dollar's worth of Summer goods must be sold before August 1. Cost or worth will not be considered, but our entire Summer stock of Men's Clothing, Hats and Furnishings will be offered at a reduction of 1/4 to 1/2. Store will be closed this afternoon. Sale starts at 8 o'clock tomorrow morning. Unequaled bargains in every department. Be on hand and save money.

MEN'S SUITS

Your choice of our entire stock of \$25, \$30 and \$35 Fancy Summer Suits

\$18.65

Blacks and Blues, \$5.00 Off.

MEN'S HATS

None Reserved.

\$5.00 Hats.....\$3.45
\$4.00 Hats.....\$2.85
\$3.50 Hats.....\$2.45
(Mallory Cravenette)
\$3.00 Hats.....\$2.15
Straws Included.

MEN'S SHIRTS

Star and Standard Brands.

\$1.50 Shirts.....95c
\$2.00 Shirts.....\$1.15
(Negligee Shirts Reduced.)

MEN'S HOSE

Everwear, Lastforever, Clark's Make and Acme

25c Sox,

15c Pair

Fancy Sox Reduced.

ALL MEN'S CAPS 1/4 OFF

NECKWEAR

50c Neckwear, including Wash Ties

25c

Geo. F. Ilworth & Co.
392 E. MORRISON STREET

Leading East Side Clothiers

Men's Pants

Our Entire Stock at

1/4 OFF

CENSUS TAB ON HAND

FEDERAL GRAND JURY TO BEGIN INQUIRY TODAY.

Several Enumerators Are Accused of Padding and One Confesses. Witnesses Are Ready.

CHEHALIS ELOPERS TAKEN

Girl, 15, Male Companion, 21, Are Arrested Here.

On description furnished by the Sheriff of Chehalis, Wash., Patrolman Ackerman, at Grand avenue and East

farmer, Jefferson; M. M. McGeehan, farmer, Newberg; James Patterson, farmer, Newberg; O. W. Robbins, merchant, Molalla; George Sebrill, farmer, Alsea; Richard Seseman, carpenter, Veneta; A. J. Walker, farmer, Milwaukie; David Whalen, farmer, Corvallis; A. A. Williamson, farmer, Wells; J. R. Bowles, merchant; Josephus Bullivant Jr., merchant; Herbert L. Camp, architect; Linus J. Kelly, contractor; Andrew J. Lillburn, merchant; Adrian McCalman, merchant; and Charles B. Nelson, carpenter, of Portland.

CHEHALIS ELOPERS TAKEN

Girl, 15, Male Companion, 21, Are Arrested Here.

On description furnished by the Sheriff of Chehalis, Wash., Patrolman Ackerman, at Grand avenue and East

Oak street, yesterday morning arrested Leone Hedrick, 15, a telephone girl, and John Costa, a cook, who eloped from the Washington city shortly after midnight Wednesday. The girl was turned over to the Young Women's Christian Association and her companion is held for the Chehalis Sheriff.

When the Hedrick girl was found missing, a friend of the family armed with a revolver, went to a restaurant in Chehalis, and was with difficulty prevented from beginning a slaughter on men accused of spreading vice among girls of the city.

The girl declares her love for her companion and refuses to give any information against him. Costs is 21 years.

Similar circumstances were discovered by Detectives Snow and Price in the case of Harry Gust, whom they arrested in the North End yesterday morning, in company with a girl 15 years old. An investigation is being made to determine whether the case

comes under the Federal "white slave" statute.

LEAGUE TO INVITE HILL

Central Oregon Development Body Wants Him at Burns.

Efforts will be made to have J. J. Hill attend the next meeting of the Central Oregon Development League at Burns early in the Fall. The date of the meeting has not yet been set, but it is probable that it will be arranged to suit Mr. Hill's convenience if he can give assurance that he will attend.

A new \$50,000 schoolhouse is in course of construction at Lakeview and the people there are eager to have Mr. Hill take part in its dedication. Officials of the Central Oregon Development League will correspond with Mr. Hill in the hope of having him and both functions on the same trip West.

DID YOU EVER TRY THE NEW WEINHARD "COLUMBIA" BEER



BREWERY'S OWN BOTTLING FREE CITY DELIVERY

PHONE ORDERS TO

HENRY WEINHARD BREWERY

MAIN 72 A 1172

Woman's Happiness

The highest point of woman's happiness is reached only through motherhood, in the clasping of her child within her arms. Yet the mother-to-be is often fearful of nature's ordeal and shrinks from the suffering incident to its consummation. But for nature's ills and discomforts nature provides remedies, and in Mother's Friend is to be found a medicine of great value to every expectant mother. It is an oily emulsion for external application, composed of ingredients which act with beneficial and soothing effect on those portions of the system involved. It is intended to prepare the system for the crisis, and thus relieve, in great part, the suffering through which the mother usually passes. The regular use of Mother's Friend will repay any mother in the comfort it affords before, and the helpful restoration to health and strength it brings about after baby comes.

Mother's Friend

Write for our free book for expectant Mothers which contains much valuable information, and many suggestions of a helpful nature.

BRADFIELD REGULATOR CO., Atlanta, Ga.