

MORAL RISK SEEN IN OWL CAR PLAN

State Sunday School Association Petitions Mayor to Veto Ordinance.

BOYS' LATE HOURS FEARED

Residents on Trolley Lines Also Ask Executive to Kill Measure on Grounds That Hourly Running Disturbs Sleep.

The Monks 'owl car' ordinance calling for hourly service between 1:30 and 6:30 A. M. has not yet been signed by Mayor Rushlight and is held under advisement, with considerable probability of a veto, partly on account of certain defects which he maintains exist in its form and partly because of a storm of protest against it that broke over his office yesterday.

The protests, contrary to expectations, came not from the street railway company, but from private citizens. Scores of letters were received at the Mayor's office yesterday and innumerable telephone calls from different persons who objected to the owl car ordinance. Some objections were from people whose homes are near the car lines and who are strongly opposed to having their rest broken by the passing cars at all hours of the night. Others based their objections on moral grounds.

The following letter was received from the State Sunday School Association, setting forth their formal objections to the ordinance and asking for the Mayor's veto:

Dear Mayor: We understand that the 'owl ordinance' is or will be before you for approval. We sincerely believe that it will be for the best interests of the homes and boys of Portland if you should use your veto on this measure, for we fear that the late cars tend to encourage late hours, and while there is a small number of people who have legitimate use for such service, we feel that it would be a greater evil than good, hence take this opportunity to urge you in the interest of a great number of Christian and moral people to veto this measure.

Respectfully,  
"REV. C. A. PHIPPS,  
General Secretary State Sunday School Association."

"REV. R. STEELE,  
T. S. MDANIEL,  
C. W. DE GRAFF,  
R. RHODES,  
SIDNEY G. LA TIHROP."

Other Ordinances Signed.

The Maguire 'straphangers' ordinance, which was passed Wednesday amid the applause of the people who thronged the gallery at that session, was signed yesterday at noon.

This ordinance provides for a three-cent fare for passengers who are unable to obtain seats in a car, or for a 24-cent fare for passengers purchasing books of 100 tickets. Two such tickets entitle the passenger to a seat, or if he is unable to obtain one, he pays three cents for the ride. The ordinance is to be published by a line not more than \$200. Heretofore the monthly minimum has been \$1 regardless of whether the rider paid less than that amount of gas or electricity.

Mayor Rushlight also signed the Clyde ordinance, which prohibits the use of electric companies from charging a higher minimum each month than 50 cents. The ordinance is to be published by a line not more than \$200. Heretofore the monthly minimum has been \$1 regardless of whether the rider paid less than that amount of gas or electricity.

As a result of a second visit to his office by the children of the Mount Tabor district yesterday, Mayor Rushlight has issued orders that immediate steps be taken to supply them with the playground equipment they seek. The delegation consisted of 21 boys, composed of boys all less than 12 years of age, under the leadership of Lyle Nichols, 35 East Seventy-first street; Mowbray Tate, 1319 East Morrison, and John Hecht, 65 East Sixty-ninth street. Lyle Nichols was spokesman.

"Mr. Mayor," he said, "we come in behalf of the boys of our own age and younger, in the neighborhood around Mount Tabor Park, to ask you to help us get some stuff to make a playground there."

"We don't want the city to spend any money this year on the playground—you can swipe some of the extra things from the other parks in the city and have them make us rope swings and hammocks and things. I was up in the City Park a while ago and saw a lot of old swings that were not in use."

"You shall certainly have your swings, my boy," said the Mayor, and he forthwith issued orders to the Park Superintendent to take steps at once to secure some temporary apparatus for establishment of a playground at Mount Tabor.

PERSONAL MENTION.  
T. W. Lusk, a Silverton merchant, is at the Perkins.  
Ralph Earle, a tourist from New York, is at the Oregon.  
A. H. Williams, a San Francisco merchant, is at the Portland.  
George P. Wigginton, of Kalamazoo, Mich., is at the Portland.  
George Crossfield, a wheatgrower of Wasco, is at the Oregon.  
G. J. Osgood, a Tacoma business man, is registered at the Bowers.  
Herbert E. Foster, a tourist of Cedar Rapids, Ia., is at the Bowers.  
P. A. Finseth, merchant of Dallas, is in the city on a business trip.  
W. A. Schaffner, an orchardist of Hood River, is at the Cornelius.  
D. C. London, a merchant of Carlton, is registered at the Perkins.  
Jerome J. Day, a prominent mining man of Moscow, is at the Portland.  
George H. Crandall, an Oak Point sealer, is registered at the Imperial.  
G. L. Hammond, a merchant of Eugene, is registered at the Imperial.  
John W. Berry, a mine operator of Pittston, Pa., is registered at the Portland.  
H. C. Wells, a prominent business man of San Francisco, is at the Portland.  
Patrick Gilmore, local weather observer at Astoria, is registered at the Perkins.  
E. D. Fraley and wife, tourists of

NEW LOGGING ROAD TO BE STANDARD

Silver Falls Lumber Company Back of Project Which Will Cost \$500,000.

CONTRACTS HAVE BEEN LET

Line Extends 25 Miles Southeast of Silverton and Taps Stand of Finest Douglas Fir in Existence.

To tap a stand of 12,000,000,000 feet of the finest Douglas fir in existence the Silver Falls Lumber Company, of Portland, will begin immediate construction of a 25-mile logging road, built on main-line standards, south-easterly from Silverton, at a cost of approximately \$500,000.

Contracts for grading, ballasting and track-laying were let yesterday by Flagg & Standifer, of Portland, who will have a full complement of men and equipment on the ground before the end of the week.

Operation of the logging camp that will be opened as soon as the railroad is completed will be on an extensive scale with the intention of cutting 500,000 feet of timber daily as long as it lasts. At this rate it will take 80 years to move it.

The company, which is composed of Portland, Texas and Eastern capitalists, will not go into the milling business, but will engage exclusively in logging. Contacts already have been made with the Southern Pacific to handle the logs to the main line at Silverton, from which point they will be brought to Portland and dumped ready for disposition to any of the various mills in operation here.

Road Will Be Standard.  
As the line between Silverton and Portland eventually will become electrified, the logs will be brought to Portland under electric power.

In preparing its specifications the company has departed from the usual methods of logging road construction in that they demand grades, curvature and rails that will permit operation of standard equipment. In the 25-mile line the road attains an elevation of 3700 feet, but does not use a grade in excess of 3 per cent.

This will permit the use of standard M. C. B. flat cars. The Southern Pacific has made a rate that will permit the use of its own cars over the logging road.

This will preclude the necessity of unloading the logs from the logging train to the regular Southern Pacific cars at the junction point. Logs will be loaded on the railroad cars right in the camp and brought to Portland without change.

Construction Will Be Costly.  
The road will pass through a picturesque country. It will be a continuous succession of fills and cuts. One piece of track, one-half mile long, will be cut through a wall of solid rock and will cost in excess of \$50,000. The aggregate amount of trestle work will be 2500 feet. There will be 20 trestles and 1500 feet of trestle build the road completely and expect to turn it over to the company early in the new year.

The line follows the course of Silver Creek, but leaves the level of the stream and at its terminus reaches the high divide between Silver Creek and Albion Creek.

The Silver Falls Lumber Company has offices in the Corbett building. Among the Portland stockholders are L. B. Maxey and E. C. Knapp. Heister & Clark, of Portland, are engineers for the company.

J. B. KERR TO DIRECT PLANS  
Portland's Entertainment for Scientists Made Known Soon.

The European scientists who are to arrive in Portland September 14, on their way to Crater Lake, will be given a rousing reception by Portland residents, according to plans now being formulated. To arrange for the entertainment of the noted guests a meeting was held at the Portland Commercial Club yesterday. Among those present were representatives of various foreign countries.

J. B. Kerr, of Carey & Kerr, was selected as permanent chairman, and he will direct the plans for the entertainment of the visitors. He was authorized to appoint special committees on arrangements, automobiles and finance. Announcement of the program formulated by the committee will be made soon.

Those attending the meeting were: A. E. Vejar, Chilian Consul; James Laidlaw, British Consul; C. Henri Labbe, French Consul; Voldegar Lidell, Swedish Consul; Carlos Maximo Barreto, Peruvian Consul; Endre M. Cederburgh, Norwegian Consul; J. W. Matthews, Consul from the Netherlands; Morizo Ida, Japanese Consul; Carlo Vesetti, Italian Consul; J. L. Yarnall, member of the house committee of the Commercial Club; E. B. Piper, president of the Commercial Club; J. B. Kerr, F. A. Olmstead, A. D. Charlton, W. C. Wilkes, W. H. Jenkins, E. A. Beals and A. C. Martin.

Grenville Kleiser to Speak.  
Grenville Kleiser, who has an inter-

JOHN WANAMAKER SAYS:

"The difference between the clerk who spends all his salary and the clerk who saves part of it is the difference—in ten years—between the owner of a business and the man out of a job."

Sit down and think it out right now.

Every day counts. Some day you'll want a business of your own. The money you need has to be saved now. By starting to-day you'll be just one day nearer to owning your own business. \$1 opens a savings account. At this bank your money earns 4% interest.

Merchants National Bank Under Government Supervision Founded in 1836 Washington and Fourth Streets

national reputation as the director of public speaking, will deliver a free address in the auditorium of the Portland Young Men's Christian Association tonight at 8 o'clock. Mr. Kleiser has volunteered his services to create interest in a public speaking club that the Y. M. C. A. proposes to form this fall. He is the author of several textbooks that are widely used and has personal charge of a large public speaking club in New York City.

LORING C. PALMER DIES

WALTHY VANCOUVER VETERAN STRICKEN BY PARALYSIS. Man Who Marched With Sherman to the Sea Succumbs in Mansion on Columbia River.

VANCOUVER, Wash., Aug. 20.—(Special.)—In less than two years after retiring from the lumber business, in which he was engaged at Bridal Veil, Or., Loring Curtis Palmer, 65 years old and a veteran of the Civil War, died at his beautiful home overlooking the Columbia River, three miles east of Vancouver, early today. He has not been well for six months, when he suffered a fall of the brain.

Mr. Palmer was born in Clinton County, Iowa, June 9, 1846. When but 17 years old he joined the Third Wisconsin Volunteers, infantry, in 1863, and served until peace was declared. He fought in many famous battles, including Resaca, Kenesaw Mountain, the siege of Savannah, the fall of Atlanta and was with General Sherman on his march to the sea.

After the war he went to the Dakotas and married Miss Catherine A. Judd and came to the Coast, locating in Vancouver in 1880, later going to Bridal Veil in 1888, and founded the Bridal Veil Lumber Company, in which J. S. Bradley and M. Leitner and others later became interested. About six years ago he sold his interests, and came back to Vancouver two years ago and built a magnificent home on the north bank of the Columbia River, three miles from Vancouver.

He had just completed this and was beginning to enjoy his peaceful life when he was stricken ill. He survived by his wife and six children, four daughters—Mrs. W. R. Hudson, of Vancouver; Mrs. G. W. McMillan, of Willamette, Or.; and Misses Elvie and Hazel Palmer, and two sons, Clarence and Faust Palmer, at home. He left a good-sized estate.

The funeral will be held from the home Thursday afternoon at 2 o'clock. Rev. E. B. Collier, of St. Luke's Episcopal Church, officiating. Interment will be in the city cemetery.

UNHAPPY PAIRS PARTED  
Judge McGinn Grants Seven Divorces for Various Causes.

Seven uncontested divorces for sundry causes were granted Monday by Judge McGinn, presiding in the Circuit Court. The following were released from wedlock: Hazel A. from William A. Stewart, from Bona P. Douglas; Martha from Robert G. Duggan; Laura from John R. Draughon; Henrietta A. M. from William W. Bates; and from John L. Cooper; Belle from Harry W. Peck.

It took Mrs. Belle Peck just two and one-half minutes to secure her decree. She alleged desertion and non-support and asked the custody of her 13-year-old child, which was granted.

At the close of the court sessions Monday afternoon Judge McGinn turned the affairs of the present term over to Judge Morrow, who will act as Presiding Judge in the absence of Judge Kavanaugh until September 3, when he will become the regular Presiding Judge for a term of six months.

Governor Honors Winstock.  
Melvin G. Winstock, general manager of the People's Amusement Company, has been named by Governor

FACE DISFIGURED  
BARBER'S ITCH CAUSES SCARS—TREAT IT PROMPTLY.

Try This Remedy at Our Risk.  
When little yellowish pimples or watery blisters form on the hairy portions of the face and body, it is a sign of barber's itch, which is very contagious and, if allowed to become chronic, is painful and produces permanent scars.

This disease is caused by a tiny parasite, and when treated with Saxo Salve, our new skin remedy, which permeates and saturates the skin, these parasites are killed, and the skin made healthy again.

Saxo Salve is wonderfully healing in all kinds of skin diseases and eruptions, such as salt rheum, tetter, eczema, lvy poisoning, etc., because it penetrates the skin and carries its purifying and healing ingredients to every portion of the diseased tissue.

It is guaranteed to satisfy you perfectly—we cheerfully give back your money if it does not. Woodard, Clarke & Co., Druggists, Portland, Oregon.

NOW'S THE TIME TO BUY THAT PIANO OR PLAYER PIANO

REED-FRENCH PIANO CO. Positively Quitting Business

LEASE EXPIRES AUG. 31

That's why our entire stock of pianos, and elegant player pianos, and splendid Knabe, and Lindeman, and Schubert, and Howard, and Starck, and Haines Bros., and others—baby grands, and all, must be sold at once, regardless of the sacrifice.

Closing-Out Cost \$ 96 \$200 Pianos..... \$297

Closing-Out Cost \$129 \$250 Pianos..... \$317

Closing-Out Cost \$168 \$300 Pianos..... \$335

Closing-Out Cost \$207 \$350 Pianos..... \$362

Closing-Out Cost \$283 \$450 Pianos..... \$477

Etc., Etc. Etc., Etc.

PAY CASH OR BY THE MONTH

OPEN EVERY EVENING REED-FRENCH PIANO CO. OPEN EVERY EVENING

Established Since 1906

SIXTH AND BURNSIDE STREETS

ROBERTS' APPEAL DENIED

Supreme Court Puts Question of Execution Up to Governor.

Forest Fires Are Out.

PENDLETON, Or., Aug. 20.—(Special.)—State Forester Elliott and wife

automobile held up near Portland, will result in compelling Governor West to either issue a proclamation relieving Roberts or letting him hang.

Attorneys for Roberts attempted to secure an appeal. They contended that the court which convicted him had no jurisdiction and that the court erred in instructing the jury. Both of these contentions were overruled. It being held that the prosecution can be conducted in the county where the victim died, as well as where he was shot, and that the instructions said to be erroneous were without prejudicial error.

Forest Fires Are Out.  
PENDLETON, Or., Aug. 20.—(Special.)—State Forester Elliott and wife

reached Pendleton today, en route to Salem, after more than 1800 miles covered in the last 30 days by automobile. In an inspection of the various forests throughout the state, he reports no fires in progress at this time, which is possibly the first time in many years, this being usually the season when forest fires are rampant. Prompt action of deputies and patrolmen is largely responsible for the splendid condition, though the summer has been unusually rainy.

E. W. Beatty, solicitor for the Canadian Pacific railway, stated before the Dominion Railway commission, that the company had ordered 250 new engines and 12,500 cars. It is believed that this is the largest amount of rolling stock ever placed on order at one time in Canada.

THE SEVENTEENTH ANNUAL ASTORIA REGATTA

THE GREAT PACIFIC COAST WATER CARNIVAL ASTORIA, OREGON, AUGUST 26-27-28-29

CHAMPIONSHIP RACES BY FASTEST MOTOR AND SAILING CRAFT ROWING RACES AND SWIMMING EXHIBITIONS GRAND MARINE PARADES

Round Trip Fares \$3 ASTORIA \$4 Clatsop Beach August 26-27-28-29 Return Limit Sept. 2 EVERY DAY Stop-Overs at Astoria

ADMIRAL'S TRAIN TO THE ASTORIA REGATTA Monday, August 26th Leave Portland..... 4:00 P. M. Arrive Astoria..... 7:00 P. M.

This train will carry the Admiral, staff and party. Portland people are invited to join this Official Regatta Train.

Daily trains leave Portland for Astoria at 9:10 A. M. and 6:30 P. M. Returning, leave Astoria morning and evening. All trains carry observation parlor cars and large coaches

SPLENDID OUTING AND ENTERTAINMENT FOR ALL 100 MILES ALONG THE COLUMBIA RIVER

Parlor car and excursion tickets, schedules and details, City Ticket Office, Fifth and Stark Streets. North Bank Station, Eleventh and Hoyt Streets.

THE NORTH BANK ROAD

COLUMBIA RIVER SCENIC ROUTE

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry

SPokane Portland & Seattle Ry