

FIRE TRAP IS REPAIRED

CONTRARY TO LAW, VINCE'S MARKET IS BEING REBUILT.

As Much Money as the Building Is Worth is Expended on a Vile and Filthy Structure.

The lessees of the antiquated and very much dilapidated wooden structure on the northwest corner of Fourth and Alder streets, formerly occupied by Vince's market, are making some improvements which, inexpensive as they are, require an expenditure of more than the sum allowed on improvements of wooden shacks inside the fire limits. Samuel L. Brown, of the Portland Cigar Box Manufacturing Company, is making the improvements, having taken out the following building permit on July 2: "S. L. Brown, Fourth and Alder streets, repairs."

It is learned on good authority that the lessees intend to crowd a cigar store, a saloon, a tailor shop and a haircutting establishment into the small space formerly occupied by the now defunct market. When the market went out of business it was thought by most persons that the building would soon be torn down and improvements made to the site with those on corners adjacent. The neighbors had suffered so long from the nauseating smells that arose from rotten chicken coops and half-decayed oysters and game that it was thought impossible that a much worse place could be conjured up by the short-sighted owners, and that the fifth would soon be carried away. Not so, however. A lot of new lumber has been hauled to the spot and carted up the rickety stairs, at the risk of the workmen's lives. Here the remaining fifth is so thick that no effort has been made for its removal, the lessees deciding that a far less expensive plan is to cover it up with some thin planking and some cheap chasserois and papering.

Some of the old boards have been torn away, showing to those who risked death from suffocation by climbing the stairs the wretched condition of the rafters and stringers of the two upper floors, most of which were on the point of disintegration. These were hastily covered up by the new boards, which were nailed in place as soon as possible. Some of the worst places remedied visible yesterday. On the ground story the old floor was removed entirely, for if it had not been removed establishments would have sunk to a more firm foundation on mother earth as soon as they were put up.

Aside from the fact that the place is evil-smelling and repulsive, it is also a veritable fire trap, which may catch fire any day and endanger the surrounding buildings. There are great air spaces between the rotten walls, and the old planks are as dry as tinder, so that a fire, once started, would be a long time ending.

Thus it can be seen that the place is a nuisance in two ways—a foul-smelling, filthy shack and a most admirable place for fire.

OUR STREET RAILWAYS.

Public Should Consider the Improvements They Make.

PORTLAND, July 4.—(To the Editor.)—In your editorial on "Franchises," in this morning's Oregonian, is this statement: "Here is the Portland Railway Company with its \$700,000 outstanding common stock, \$300,000 preferred, and consolidated first mortgage \$2,500,000. What would its stock be worth but for the value of its franchises?" From this the inference would be drawn that the Portland Railway Company has a bonded debt of \$2,500,000. This is a mistake. The total bonded debt of the company is but \$500,000.

I think that you are also mistaken as to the amount of the bonded debt of the City & Suburban Railway Company, which from the editorial would be understood to be \$2,000,000. I am told that the outstanding bonds of that company amount only to \$1,250,000.

The further inference would be drawn from the editorial statement quoted above that the property of the Portland Railway Company, outside of the franchises granted by the city, is of little value. In this connection I will say that the construction and equipment of the lines of railway of the Portland Railway Company cost more than the total amount of the bonds and stock of the company; in other words, more money was spent in constructing and equipping these roads than the aggregate of the bonds and stock of the company outstanding.

I would further say, apropos of the subject of your editorial, that the street-railway companies have burdens to bear which are probably much greater than is generally known, and which I think should be considered in discussing these questions. For instance, the owners of the Washington-street line have during the past 10 years paid more than \$1,000,000 for the paving of Washington street between First and Sixteenth streets only. Another instance: The Portland Railway Company is about to relay its road on Washington street with grooved rails, seven inches in depth, in 62-foot lengths, weighing 91 pounds to the yard, laid in concrete, and with the joints cast-welded. The rails for this improvement are here, and we will commence laying them as soon as possible. This will make a line of railway on Washington street similar to the line this company has lately put down on Burnside street, which is far superior to any line of street railway ever laid in Portland. It will cost the Portland Railway Company nearly \$100,000 to make this improvement on Washington street. We cannot issue bonds to obtain this money, but must provide it in other ways.

The company is under no legal obligation to make this change in its Washington-street tracks, but it will do so as an evidence of its disposition to assist in the development of the city, and because the municipal authorities and the owners of property along the street desire it done. It will cost the company more money to put these new tracks on Washington street than has been made on that line during the past 10 years. I understand the other street-railway companies also contemplate expensive improvements on other streets. The street railways cannot escape these burdens, and fairness requires that the public should know of them. In discussing what is just between the city and the street-railway companies, such matters ought to be taken into account.

It ought also to be remembered that for the first 10 years the owners of the street railways in Portland not only received no dividends or returns on their investment, but the roads could not earn their bond interest. Portland and its suburbs have a population not exceeding, I presume, 100,000. They are served by about 125 miles of electric railway. This is far greater railway service than cities of this size usually enjoy. The result is that Portland is spread over a large amount of territory, giving room for beautiful homes and yards, and has many beautiful suburbs, which could not be except for the unusual street-railway service. These benefits to the city have been created at the expense of the people who built the railroads. Does not this fairly entitle them to a good share in the present general prosperity? O. F. PAXTON, President Portland Railway Company.

MILLS EMPLOY NEW MEN

UNION MEN STILL HOLD OUT AND WILL NOT GO TO WORK.

Japanese Acrobats and Helen Lamar Transformation Tonight.

Three nights out of seven was the record the rain allowed at Shields' Park the past week, but Manager Shields says he can stand it if the pleasure-seekers can.

Masuda's royal Yeddo Japanese acrobats made such a pronounced hit the few nights they did perform that Mr. Shields secured their release from another engagement and they will appear here all this week.

The present outlook in the planing mill strike is that the trouble will never be settled, but that there will be brought about an absolute change in the men employed in the planing mills here.

Their act is entirely different from anything that has ever appeared in Portland, and the feats of balancing, juggling and tumbling they perform are marvelous. The company is composed of three men and three boys.

Four new turns will be comprised in their act this week, and will include a break-away ladder, 20 feet in length. This ladder is balanced on the feet of one of the men; two boys climb to the top and perform daring feats without disturbing its equilibrium. Other features as daring as a large number of the men will go to

Astoria, as the Universal Sash & Door Company, which was removed from Portland shortly after the strike was declared, is now ready to start up and will be able to use about 40 workmen.

The men say that they have had assurance that this mill will be run strictly on a union basis, and that nine hours will constitute a day's work. The following communication was received in response to a letter written by J. Byron Story, of this city, and a large number of the men say that they expect to go to California as soon as they can make the necessary arrangements.

"Santa Clara, Cal., June 28.—Dear Sir: Your favor received. What we need are sash and door bench hands; men competent to work on front doors, veneered work, swell windows, and cut-up sash; also in our mill department, we want bench hands and cabinet-makers. We have no strikes. Ours are union men. We work eight hours per day, paying 27½ cents per hour, overtime at time and a half. We regret that we do not need a cutter at present, but if you can do any other work we will be glad to employ you. If you will be kind enough to communicate with any of the men now out of work in your city, who are doing or can do this work, we will be glad to assure them of a steady job. Be kind enough to let us hear from you later. Yours truly, "PACIFIC MANUFACTURING CO."

George Jones, an inimitable "coon," who has an elastic face and sings funny songs, promises a new supply of ragtime, fresh from the press.

The polyscope will be well in the race for honors, with a new selection of funny and interesting pictures, including one of local interest. Harry Edwards gives two new illustrated songs and the excellent orchestra, under the direction of Sam Driscoll, will be in evidence.

Manager Shields has inaugurated every Friday evening as "amateur night," and any one who wishes to appear can do so by applying beforehand.

WON PRIZES IN PARADE.

Official List of Awards of Fourth of July Committee.

The following is the official list of the prizes awarded for the Fourth of July parade, which was announced yesterday:

Automobile.
For best decorated automobile, \$25—Eagle-head automobile, owned by Dr. C. B. Brown.

Vehicles.
For best decorated double team, trap or other vehicle, \$25—Day team, Mrs. W. L. Archambeau; for second best, \$10, swan float, "Liberty Barge," Harly Anderson.

For best decorated single team, trap or other vehicle, \$5—Wind-mill, decorated with flowers and grains, wheels ivy, A. Herbert, Mount Tabor; for second best, \$15, trap decorated with bunting and roses, G. Hendrick.

For best decorated child's cart, \$10—Wayne and Earl Coe; for second best (bicycle substituted), \$5, battle-ship Oregon, T. Trangle, Oregon City.

Clubs and Organizations.
For best civic organization, with float, \$20—Industry, No. 8, A. O. U. W. float; for second best, \$10, Italia Grove, No. 2, U. A. O. D. float; for third best, \$5, "Queen of the Roses" float, League.

Industrial or Trades Display.
For best manufacturers' float, \$20—Acme Mills Company's float; for second best, \$10, Acme Oil Company.

Miscellaneous.
For most comical float, \$15—"Old Woman" (identity unknown).

KNIGHTS OF PYTHIAS.

A joint installation of the officers-elect of American and Ivanhoe Lodge, K. P., will take place at the Auditorium, Castle Hall, Monday evening, July 7. A fraternal invitation to visitors is extended. F. B. BAUMGARTNER, C. C. ED. D. CURTIS, K. R. S., American Lodge, No. 1.

The Parisian Massage.
Has renovated her massage parlors and has two young and artistic assistants. Refreshed people only. 208 6th, Phone West 1272.

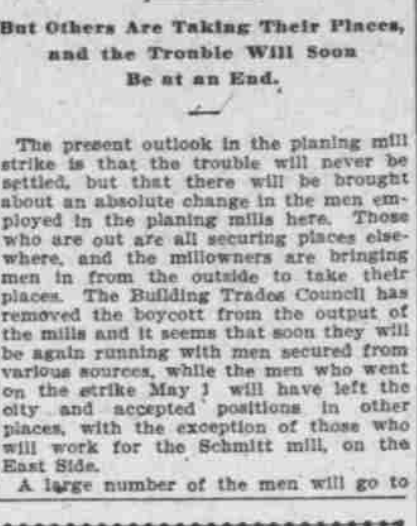
CALEF BROS.

130 SIXTH ST. Bet. Washington and Alder

Three floors of tasty furniture; prices to suit the buyer. Small profits and quick sales are making this one of the leading stores in the city. You are welcome to investigate our stock. Satisfaction Guaranteed

FIRE-TRAP WHICH IS REPAIRED CONTRARY TO LAW.

VINCE'S OLD MARKET, FOURTH AND ALDER STREETS.



VINCE'S OLD MARKET, FOURTH AND ALDER STREETS.

in character will be introduced in their work. The charming entertainer, Helen Lamar, is again on the bill after a week's rest. This time her new transformation is entitled, "Why I Wear the G. A. R. Badge." It is a pathetic story of the war, written and illustrated, especially for Miss Lamar, and will give full scope to her pathetic yet powerful and dramatic voice.

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The polyscope will be well in the race for honors, with a new selection of funny and interesting pictures, including one of local interest. Harry Edwards gives two new illustrated songs and the excellent orchestra, under the direction of Sam Driscoll, will be in evidence.

Manager Shields has inaugurated every Friday evening as "amateur night," and any one who wishes to appear can do so by applying beforehand.

CLEAN-UP SALE

OF SHOES

All Prices Reduced

EXCEPTIONS DOUGLAS, QUEEN QUALITY and DELSARTE

A GREAT MONEY-SAVING SALE

Goddard-Kelly Shoe Comp'y

SIXTH AND WASHINGTON STS.

CALEF BROS.

130 SIXTH ST. Bet. Washington and Alder

Three floors of tasty furniture; prices to suit the buyer. Small profits and quick sales are making this one of the leading stores in the city. You are welcome to investigate our stock. Satisfaction Guaranteed

BRASS BEDS \$35 and \$40 Iron Beds; assorted colors; From \$2.90 up.

Satisfaction Guaranteed

Great Clearance Sale

Immense Price Reductions in Every Line

As is our usual custom, we begin our Semi-Annual Clearance Sale on Monday morning—every item in our large stock has been reduced—not merely nominal reductions, but a price-cutting deep and generous. These concessions range from 10 to 50 per cent and are greater than ever before—

All Summer Wearables

Including Men's and Boy's Clothing

Straw Hats, Summer Underwear

Are priced so low that the purchasing power of your dollar will be enormously increased. Do not be misled by the flaring ads of up-town stores. Remember our expenses are the smallest in town, considering the amount of business transacted, and also that

when you see it in our ad, it's so

Then come and convince yourself that our statements, as usual, are literally true.

Moyer Clothing Co

THIRD AND OAK STREETS

Ha! Ha!! Ha!!!

It Didn't Hurt a Bit

Positively and Absolutely Painless Extraction of Teeth

BY OUR SYSTEM WE ARE ENABLED TO EXTRACT FROM ONE TO THIRTY-TWO TEETH AT ONE SITTING POSITIVELY AND ABSOLUTELY WITHOUT PAIN OR BAD AFTER-EFFECTS. PEOPLE IN DELICATE HEALTH NEED HAVE NO FEAR, AS OUR METHOD IS PERFECTLY SAFE AND ABSOLUTELY PAINLESS. EXTRACTING IS GRATIS WHEN PLATES OR BRIDGES ARE ORDERED.

OUR FLEXIBLE RUBBER DENTAL PLATES

HAVE MANY ADVANTAGES OVER THE OLD, THICK, CUMBERSOME, ORDINARY RUBBER PLATES, AND EVEN OVER GOLD PLATES, BEING MUCH LIGHTER AND THINNER. THESE PLATES ARE FLEXIBLE—ONLY A TRIFLE THICKER THAN HEAVY WRITING PAPER; FIT CLOSER AND ADHERE BETTER TO THE ROOF OF THE MOUTH. PARTICLES OF FOOD AND SMALL SEEDS CANNOT GET UNDER THEM. THEY WILL LAST LONGER, ARE STRONGER THAN ANY OTHERS, AND WILL NOT BREAK AS READILY, AS THEY WILL GIVE FIRST, BEING FLEXIBLE. PEOPLE HAVING TROUBLE WITH PLATES SHOULD CONSULT US ON THIS NEW PLATE, AS IT FILLS A LONG-FELT WANT.

PLATE TROUBLE IS A COMMON THING, AND THERE ARE VARIOUS KINDS OF IT. MANY PLATES NEVER WERE RIGHT. OTHERS ARE PROPERLY MADE, BUT THE MOUTH IS NOT PLACED IN PROPER CONDITION FOR THE WEARING OF PLATES. THE MEMBRANES BECOME TENDER, RED AND INFLAMED. THE GUMS BECOME SWOLLEN AND THE PLATE IS UNCOMFORTABLE. SOMETIMES A LITTLE SHAPING OR A LITTLE GRINDING OR POLISHING IS SUFFICIENT. OCCASIONALLY A PLATE IS SO UTTERLY WRONG AS TO BE WORTHLESS. IF YOUR PLATES ARE IN ANY WAY UNSATISFACTORY, WE WILL BE GLAD TO MAKE AN EXAMINATION, AND TELL YOU THE CAUSE OF THE TROUBLE.

NO DENTAL STUDENTS EMPLOYED

WISE BROTHERS

Failing Building, Cor. Third and Washington Streets

DENTISTS

Open Evenings till 9; Sundays, 9 to 12
Telephones: Oregon, S 2291; Columbia, 368