

STREET WORK IS CAUSE OF CLASH

Mayor Leads Executive Board Fight Against Extension of Time on Contracts.

EAST SIDE FILLS ISSUE

Lane Accuses Committee, Headed by Sabin, With Discriminating in Favor of Large Bidders, but Report Stands.

Mayor Lane yesterday precipitated what now appears to be a fight between factions of the City Executive Board by calling in question the judgment of R. L. Sabin, chairman of the street committee, regarding time extensions for contracts held by the Pacific Bridge Company, principally for the big fills on the East Side. An open rupture was narrowly averted yesterday morning, during the special session of the Board when the Mayor demanded in no uncertain terms to know why the committee had recommended an extension of 190 days for the East Stark-street fill, with no penalty attached for delinquencies when a fine of \$260 was assessed a small contractor, who had completed his contract within the time limit, but did not understand the intricate working of the city system so as to secure acceptance.

There was a distinct factional showing, with D. A. Patullo, T. G. Greene and R. L. Sabin, on the one side, and with P. E. Sullivan, Isaac Swett and J. A. Newell on the other side. Mayor Lane was clearly in sympathy with the latter faction, and gave it every encouragement. That he was much displeased with the action of Mr. Sabin, was so evident that it could not be mistaken, and it is believed that from this time forth committee recommendations will receive more attention in detail than heretofore.

Harmony is Usual Course.

The differences of opinion between Messrs. Greene and Sabin and the newer and more radical members, led by Mayor Lane, were so keen for a time that a motion by Mr. Sabin to adopt the street committee's report, was voted down. It is most unusual for any opposition to be manifested between the members, and it is the rule that reports are adopted without question by the whole Board. The rejection of the committee report created a deep feeling, and several motions were made, looking to a solution of the problem, but without avail, until the radical faction exhausted its efforts and failed to arrive at any definite conclusion. Then Mr. Sabin moved the original motion, which was adopted by a vote of 1 to 4. Mr. Sullivan alone holding out on the question.

Each of the three who refused to first to adopt the report, granting the 190 days' extension, had personal views, which were unsatisfactory to the others. Mr. Swett believed the company should be fined enough to discipline its officers, and Mr. Sullivan held out for a fine of \$30 a day, provided by an ordinance. Mr. Newell wanted to grant an extension of time, but he doubted whether the Board could legally do so, inasmuch as the company failed to apply before the limit of its time. It was this difference of opinion which finally saved the day for the street committee, thus officially upholding its members, Messrs. Sabin, Patullo and Richard Wilson. Mr. Sabin sat alone on the committee when the recommendation was made, although Mr. Patullo afterwards signed the report.

Shuts Out Small Firms.

Mayor Lane made his position clear when the matter came up for discussion by explaining that he was responsible for holding up the matter at the regular session of the Board, Friday, September 11. He said that his objection was based upon the fact that the Pacific Bridge Company had taken contracts for all of the East Side fills, when it was understood by all other contractors that the contracts must be completed in the time specified; that the company named was the only one which could bid, for that reason, and also because it alone had the privilege of hauling dirt over the lines of the Portland Railway, Light & Power Company. Now, however, after all of the contracts had expired, with hardly any of the work completed on time, and he believed it clear that the other contractors, had they known so much time would be allowed, could have put in bids and received a share of the work. It was unfair, he said, to the other contractors, as it created a monopoly.

The Mayor said he was very frank to tell the members of the Board that he would not be a party to any such deal, and he demanded from Mr. Sabin why the latter had recommended that the exten-

sion of time be allowed the Pacific Bridge Company, which failed to ask for it in the required time, and that no fine be levied, whereas, M. J. Conley, a new and inexperienced contractor, who had finished a small job in time, but failed to get in his acceptance, was recommended to be fined \$60.

While he was addressing the members of the Board, Mayor Lane arose and spoke with intense earnestness. Mr. Sabin replied by saying that he and the members of the street committee had taken pains to go into all of the details and to do their best in each case. Mr. Sabin said that he regarded the application of the Pacific Bridge Company as fair, and while his judgment might have been wrong, he had done his best. He had not yet heard any one furnish a good reason, he said, why the time asked for should not be granted, or why the company should be fined, and he was prepared to stand by his report.

Simons Speaks for Company.

George W. Simons, representing the Pacific Bridge Company, explained the position of his company. He said that the contracts were all taken in good faith, and that each one had been executed with the utmost rapidity, but obstacles of the most difficult kind arose. The big dredger and plant put up to make the fills, he said, cost the company \$140,000, and the contracts for the machinery were far behind in delivery.

"How about the East Morrison-street fill," asked Mayor Lane. "Is it not a fact that the Portland Railway, Light & Power Company's Bridge across that gulch was so rotten that you feared it would fall in and kill about 50 people? And is it not true that, notwithstanding the rotten condition of that bridge, you did not begin work there until four weeks ago? Suppose the bridge had fallen in with a big carload of people, where would we have been?"

Mr. Simons admitted the unstable condition of the bridge, but declared his company began that work as soon as it could get to it. He admitted, in speaking of the East Stark-street fill, that in a conversation with W. M. Ladd, just after taking the contract, Mr. Ladd said he would reconstitute the improvement if it was to be finished in the four months' time, but that if it would require a year, he would consent to it. Mr. Simons frankly told the members of the Board that he told Mr. Ladd the work could not be done in less than a year, although Mr. Simons had taken the contract to do it in four months.

It was this admission of Mr. Simons which seemed to cause the decided attitude of Mr. Sullivan, who said that he believed the company should be penalized \$30 a day and their application for an extension disallowed.

BIDS REJECTED BY BOARD

INDEFINITE SPECIFICATIONS CAUSE FOR DELAY.

Company Will Be Required to Submit New Estimates on Cost of Lighting Streets and Parks.

The City Executive Board, at a special meeting yesterday morning, rejected the bids of the Portland Railway, Light & Power Company for lighting public streets, parks and buildings of Portland, for the stated reason that the specifications as to the amount of current were too indefinite. The City Auditor was authorized to readvertise for bids. There was no comment over the matter, Thomas G. Greene simply making the motion to reject, which was carried quickly.

Behind the rejection of the bids, however, there was the significant fact that the figures submitted were conditioned upon the action of the Executive Board in continuing or discontinuing its fight against the Portland Railway, Light & Power Company as to the bills of the company for municipal lighting. The bids were accompanied by a letter from President Josselyn, in which he said that he had contemplated making a lower bid this time, but that because of the attitude of the Board in discontinuing the company's monthly bills one-third since last February, he had decided not to submit lower figures.

Instead of following out his stated intention of lowering the bids, President Josselyn submitted the identical figures upon which the present contract was let, conditioned upon a discontinuation of the fight of the Executive Board, and the full payment of all sums alleged by the company to be due it, which will aggregate \$5,000 by January 1, 1909, if the Board continues to deduct one-third from the bill each month. A higher bid was submitted, conditioned upon a continuation of the fight.

As predicted, the Executive Board refused to enter into any arrangement whatever with the company, and it is believed that the fight will continue. It will now be the company's turn to act, as this corporation is the only one in a position to bid, so that there can be but one proposition. Just what the next bids will be will be very interesting. The present contract will expire December 31, 1908, and it will be necessary for some action prior to that date.

Tomorrow (Monday) positively the last day for discount on East Side gas bills. Don't fail to read Gas Tips. **

PRISON FOR ADAMS

Bad-Check Artist Is Sentenced for Six Years.

WILD CAREER CUT SHORT

Cook on Potter Must Spend Six Months in County Jail for Stealing Provisions—Other Cases Set for Trial.

Six years in the penitentiary was the sentence that came yesterday as a climax of several months of wild living on the part of Edward G. Adams, a young married man of 29 years. During his period of wildness he even went so far as to lose all track of his wife and two children. He believes they are some place in California, possibly looking for him, but he doesn't know where.

Adams came here six months ago as a book agent. He solicited for several publishing houses, but the income wasn't big enough to meet his ideas. He resorted to trickery, bought guns on credit from a local hardware firm, and sold them for cash to a second-hand dealer. The amount he realized in this way was less than \$200, but he admits the money was for his family and that his wife and children got nothing from him. He supplemented this trick by passing worthless checks in large numbers. The District Attorney exhibits a bunch of 30 worthless checks which the young man floated in Portland and vicinity. However, there were but two charges pending against the culprit. He got not more than \$100, as the checks were drawn for small sums in every instance.

Adams pleaded guilty and threw himself on the mercy of the Circuit Court. He told briefly of the mistake he had made in deserting his wife and children. Before leaving home he had always led a model life, he said, and was not more than a simple larceny, a misdemeanor. The court was not inclined to be lenient. Without comment, two sentences of three years each were imposed. As Adams heard this severe sentence imposed he covered his face with his hands, and was still crying when taken to the County Jail to await shipment to the State Prison at Salem.

Six months in the County Jail was the retribution which met Hugh Walthew, cook on the Potter, who found his wages inadequate and set out systematically to steal the ship's supplies. He got away with a ham, a quantity of baking powder and some butter before being caught. The charge was originally larceny from a steamship, which is a felony, but on his offer to plead guilty it was changed to one of simple larceny, a misdemeanor.

Adolph Adler, the Russian Jew who tried to scare \$600 out of Sig Sichel with black-hand threats, was up again for arraignment. He said he wasn't guilty and asked for an early trial, as he did not feel well. He said he has contracted consumption. The case was set for October 8.

P. H. Trigg, charged with beating a neighbor's boy at Arleta, pleaded not guilty to a charge of assault. He will be tried October 15.

Oscar Hanson, charged with a statutory crime, will be tried likewise on October 8. That day also for Charles Healy, accused of passing forged checks, and Rosa de Sicco, who knocked Patrolman Murray down with a sledgehammer some weeks ago. Mrs. De Sicco had another of her perennial brain storms while in court, pointing a scornful finger at her husband and denouncing him in Italian.

TWENTY-FIVE NEW CITIZENS

Men Born in Europe Become Americans by Legal Process.

Twenty-five aliens were admitted to American citizenship in the State Circuit Court yesterday. Ten nationalities were represented—English, Canadian, Austrian, Irish, German, Swedish, Norwegian, Dane, Swiss and Italian. One application was denied, under the new citizenship law, but the man will be able to get in later. The new Americans and their nationalities by birth are: Axel F. Thorson, Swede; G. Baglyone, Italian; Anders Swander, Swede; David Laukat, German; Matthew Hyberg, Swede; Walter Paine, English; Charles N. Stark, German; Christian Meng, Swiss; Franz Wagner, Austrian; Frederick H. Brunke, German; Andrew D. Allen, Irish; August Rickson, Swede; William Allen Wylie, Canadian; A. E. Amos, German; Herman Johan, Swede; Hans Olson Tang, Norwegian; James W. Fowler, English; Rev. John Henry Edward Whitten Simpson, Irish; John Jack Febvet, German; Bernard Moritz, German; John Granof, Swede; Herman Krause, German; Frits Anderson, Dane; G. Mosca, Italian.

William A. Lind, Swede, was denied

DO YOU EXPECT TO BUY A HEATER?

With the coming of the cool Fall mornings and evenings you begin to think of heaters. This week is Heater week at this store. Now, if you need a stove, all we ask is for you to call and look over our stock, learn our prices, have the difference between our stoves and others explained, and we are satisfied that you will decide our stoves are the cheapest and best to buy because they are made to last, burn less fuel and give satisfaction.

HEATERS FOR COAL or WOOD



We can show you a complete line of wood and coal heaters. In our line we handle the best built and most carefully made stoves on the market. Every casting perfectly fitted to every part and reinforced where exposed to the heat. No light-weight poor quality castings, and guaranteed construction throughout. We would like to show you the construction of our heaters. We want you to see the heavy firepot and strong, durable grate. We want you to notice how beautifully every part fits.

AIRTIGHT HEATERS

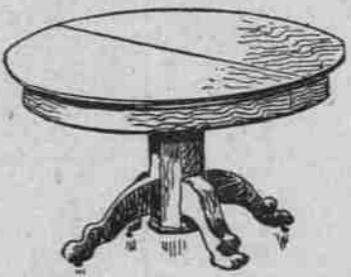
\$1.00 DOWN \$1.00 A WEEK
\$1.00 DOWN \$1.00 A WEEK



Inside draft common Airtight Heater, \$2.50
Success Airtight, front draft, with bottom clean-out; value, \$4.50
Polished blue steel Airtight Heater, with small water coil, connected, \$10.00
Outside draft polished blue steel Heater, \$4.50
Besemer Box Airtight Heater, low draft and clean-out; value, \$9.50
Gem Airtight Heater, polished blue steel body, low draft, lid on top; value, \$6.25
Outside tube draft Airtight Heater, east top with large opening for fuel; nickel trimmings, polished blue steel body; value, \$9.50

Park Oak Wood or Coal Heaters are made of the best material and designed to give the most heat from the least possible fuel. The feed door is large and will admit a good-sized chunk of wood. They are made plain or nickel-trimmed, with polished blue steel \$11.00 body; price, \$11.00

SPECIAL PRICES ON EXTENSION TABLES



No. 4268: Mission Dining-Room Table, 8-foot extension, square 44-inch top, pedestal base, a \$40.00 value, special, \$27.50
No. 031051/2: Solid oak Extension Table, early English finish, 44-inch round top, pedestal base, claw feet, extends to 6 feet; \$17.00
No. 306: Early English Dining Table, 45-inch round top, 6-foot extension, pedestal base; a \$35.00 value, special, \$26.75
No. 5648: 8-foot Extension Table, genuine quarter-sawn oak, mission design; a very handsome table; well worth \$54; \$37.50 special at.

MONDAY TUESDAY WEDNESDAY

TERMS ARE CASH

POWERS

THE STORE THAT SAVES YOU MONEY
SIGNIFIED CREDIT FOR ALL FIRST AND TAYLOR

No. 4270 1/2: Early English Extension Table, 44-inch round top, pedestal base, claw feet; made of selected quartered oak, extends 6 feet; a \$47.00 value, special, \$31.00
No. 5600 1/2: Oval top, 10-foot Extension Table; solid quarter-sawn oak, early English finish, pedestal base, claw feet; worth \$75.00; special, \$49.00
No. 5216 1/2: Early English, 8-ft. Extension Table, pedestal base and claw feet; solid quarter-sawn oak, 54-inch round top; a \$70.00 value, special, \$41.50

second papers because that he was under 21 years of age when he filed his declaration of intention, two years ago. Only recently has the law come into force making it possible for aliens to file first papers between the ages of 18 and 21.

OPTIMISTS TO HAVE FEAST

Improvement in Business Circles to Be Theme at Commercial Club.

Optimism will rule at a dinner to be given at the Portland Commercial Club Tuesday night, September 22. The dinner will be informal and the list will soon be opened at the office of Manager Richardson of the club. The affair is called a "prosperity dinner" and the improved outlook along business lines will be the subject of the discussions that will take place.

The work of the executive committee of the club in its promotion campaign and the efforts of the Oregon Development League along publicity lines in its state and city advertising will be reviewed. No subscriptions will be asked, but it is planned to appoint a committee for future work. This, it is hoped, will accomplish all the results desired.

Engineer Killed in Wreck. RICHMOND, Va., Sept. 19.—The fast

passenger train of the Chesapeake & Ohio Railroad from Newport News, bound for this city, was derailed today near Lanexa. Engineer J. R. Chalkley was killed and Fireman Wakelney severely injured. Several passengers were badly shaken up, but none seriously injured. The cause of the accident is unknown.

SEATTLE MEN AS GUESTS

Hundred Representatives From the North Coming to Portland.

Bringing 100 representative Seattle business men, a special train from that city will reach Portland at 8 o'clock next Tuesday night. The visitors will be entertained by the Portland Commercial Club at a reception. It is desired that all members of the club be present promptly at 8 o'clock that night to greet the excursionists. The special train is being run through Washington and Idaho to arouse interest in the coming Alaska-Yukon-Pacific Exposition and to stimulate the cooperation of the different sections of the states.

Portland will be the only Oregon point visited, and the stay here will necessarily be short, the train leaving with the visitors the night after the reception. They

will next visit sections of Eastern Washington, continuing their journey over the O. R. & N. This will be the first visit that Portland has ever received from an excursion of Seattle business men and the occasion will be made an eventful one.

Listen one minute please

You are considering the purchase of one of Edison's Phonographs, and it's a wise consideration, with the Fall and Winter evenings coming on.

This is an invitation to every reader of this paper to write us—at once—for our Free Trial offer—no money down—eight months' time to pay—we pay freights and give ten days to try an Edison Phonograph in your own home. Buy it on eight months' time if you like—pay no interest. This offer is fair to you and to us, because we want you a satisfied customer—our best advertisement.

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SIX-IN-HAND DRIVER TO JUDGE HORSE SHOW



WALTER S. HOBART, WHO IS TO BE JUDGE OF PORTLAND HORSE SHOW, DRIVING HIS FAMOUS SIX-IN-HAND TEAM.

Walter S. Hobart, of San Francisco, celebrated amateur whip, polo player, hunter, and leader of the millionaire Burlingame social colony, will be judge of the Portland Hunt Club Horse Show, and associated with him will be E. D. Hayward, equally prominent as a horse enthusiast and social leader. Accompanying Mr. Hobart on his visit to Portland will be his family. Mr. Hobart contemplates shipping several of his smart turnouts for the personal use of his family while here. In the picture Mr. Hobart is seen driving his famous six-in-hand.

ONE AND ONE-THIRD FARE FROM ALL POINTS ON THE OREGON ELECTRIC RAILWAY TO PORTLAND and RETURN

ACCOUNT OF Pacific National Fair and Livestock Show SEPTEMBER 21-26, 1908

Tickets on sale Sunday, September 20, good for return until Sunday, September 27. Special train leaving Portland at 8:00 o'clock every evening (after Monday) until Saturday, September 25.

GEO. F. NEVINS, Traffic Manager, Portland, Oregon.