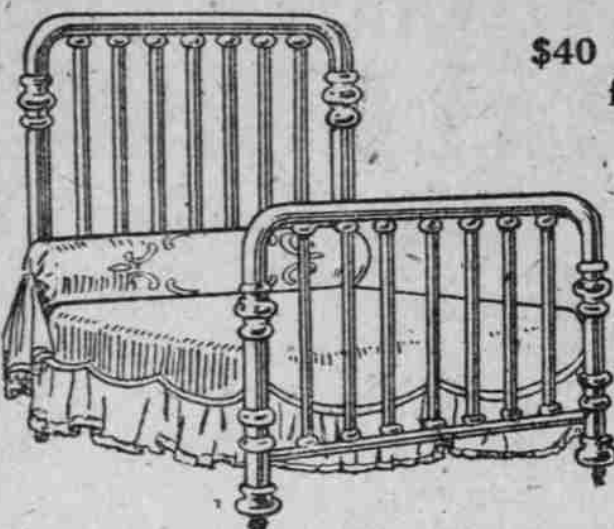


Sale of Solid Brass Beds



\$40 Values
for

\$25

No. 1203. These sale beds have large 2-inch continuous posts, with many ornamental four-inch hanks; head on many is 5 1/2 feet in height; filling tubes one inch in diameter. Beds

are in perfect condition; in the satin or polish finish. They are the product of the Simmons Bed Factory, the foremost factory in America. The lacquer is electrified to the brass by their patent electrical process and does not tarnish or rub off with use.

500 Oak Dressers on Special Sale



**Finest
Waxed and
Golden Oak**

**\$45
Values
\$25**

No. 72. The new model Dresser on the left is made of the best selected Eastern oak, quarter-sawn and given a perfect wax finish; the cut shows the beautiful grain of the wood, which is left just Nature built it. The illustration was made from a photo, so you can obtain a clear conception of its appearance. The large mirror is 30x24 inches in size, and is of genuine French bevel plate. This is in reality a \$45.00 value, priced by Gevurtz at only.....**\$25.00**

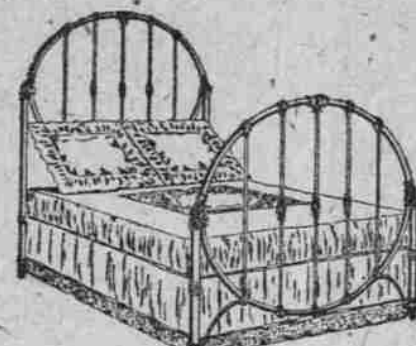
Special Sale of Enamel Iron Beds and Cribs

Several carloads of Simmon's best enamel iron beds received last week, and we are now able to supply any style of iron bed and at a price unapproachable by any other Portland house. In fact, we do a jobbing or wholesale business in brass and iron beds. We are able to sell you a bed at a price the ordinary dealer pays. Come and investigate before placing your order. We show a few examples of low prices today.



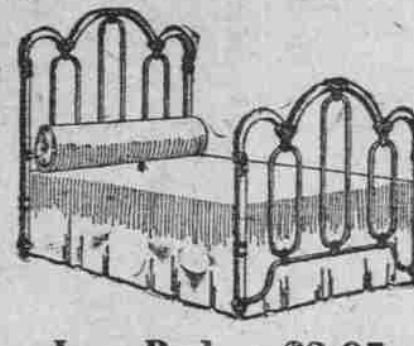
Iron Bed at \$13.50

No. 647. A new style in enameled beds, all colors, full size; others ask you \$20 for this bed. Gevurtz' price only.....**\$13.50**



IRON BED AT \$5.50

No. 372. This beautiful enameled bed has large oval head and foot pieces. Very popular bed and sells elsewhere regularly for \$8.50. Our price.....**\$5.50**



Iron Bed at \$2.95

No. 372. This is an eat model in white enamel, nearly like the cut, full size and is just as serviceable as a bed costing three times the price. Gevurtz' low price only.....**\$2.95**



**CHILD'S IRON
CRIBS \$7.00**

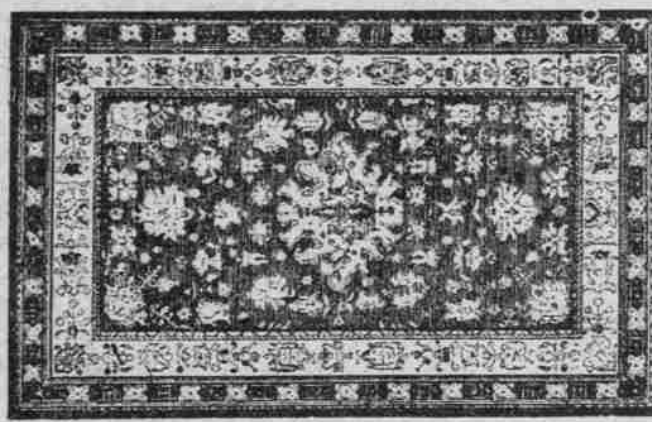
Several hundred child's cribs just received; many styles in brass and enamel; the one shown above has the new drop side, fitted with woven-wire mattress, neat brass knobs; very handy to make up; priced elsewhere at \$9.00 to \$11.00; Gevurtz' price only **\$7**

Best 9x12 ft. Wilton Rugs

**\$50.00 Values, Special
This Week at
\$29.00**

Finest Hartfords, Bigelows, Arabians, Lake-woods, Etc., at a Great Special Reduction. Prices Heretofore Unknown in Portland.

These celebrated Rugs, every one of them the best in its class, are shown in all the popular, most-wanted shades and patterns; Oriental and floral designs; reds, greens, tans and two-tone effects, in the most pleasing variety. Size 9x12 feet. Values to \$50.00, on special sale **\$29.00** this week.....



FIRST AND YAMHILL

SECOND AND YAMHILL

These Regular \$1.50 Cottage Dining Chairs

**Special at Only
90c**

Made of Eastern hardwood, cobbler seats, just like the picture shown here. We have 500 of these attractive cottage diners and offer six of them to a customer at this remarkably low price. We cannot take phone or C. O. D. orders for these. Deliveries at our convenience. Book your orders early in the week if you wish them.



**Just Like
Cut**

BOSCHKE, CHIEF ENGINEER OF THE O. R. & N.

Man Who Built the Galveston Wall Now Pushing Construction in the Deschutes Canyon.

Henry M. Hyde, in Chicago Tribune. NE day last Summer a wild alarm spread over the telegraph wires to every corner of the country. Out on the Gulf of Mexico a tremendously tropical, cyclonic storm had suddenly risen. Followed by an irresistible tidal wave, it had swept north with ruin and desolation on its black wings. All shipping had been wiped out. Great steamers had been carried far inland, their shattered hulls half buried in the mud of ruined cotton fields.

Daring Galveston, on its island, had been a second time leveled to the dirt. The great sea wall, behind which it hugged its futile hope of safety, had been broken into chaotic bits of gravel by the tremendous tidal wave. "The awful fury of the storm had destroyed the massive masonry which represented the highest development of man's engineering skill. Among those who read this first breathless report of the great hurricane was George W. Boschke, chief engineer of the Oregon Railroad & Navigation Company. He was in his tent on the south bank of the Columbia River, the headquarters of a great railroad construction camp when the stinging wires brought the early and terrible rumors of the great disaster. Down on his camp table he threw the yellow paper and struck it a heavy blow with his big, brown fist.

"It's a lie!" he said. "Galveston may be blown flat; the tidal wave may have swept high over the sea wall. But the wall itself still stands. I built it and I built it to stand."

Scene for the Dramatist. When the Shakespeare of the future writes his masterpiece he need look no further for a great dramatic situation—a short man, in a blue flannel shirt, thousands of miles away from the scene of the calamity, calmly defying the hurricane and the earthquake, giving the lie to all the Titan Forces of nature, secure in the certainty that what he has built cannot be destroyed.

When the newspapers reached the construction camp that day they confirmed the early reports. The sea wall was an utter wreck; but the man who built it was not to be blamed. The tropical rage of the convulsion was beyond human power to control. All day the subordinates of Boschke went about their work in the deep canyon of the Deschutes River feeling sorry for their chief. They knew that the great Galveston sea wall had been his pride. Only Boschke himself was untroubled. That night he slept quiet and untroubled, while the younger engineers sat about the campfire and spoke with professional sympathy of the blow which had fallen upon him.

Early on the following morning the wires began to bring messages from Galveston marked "personal," and addressed to Boschke. They were signed by the officials of the stricken city, by the presidents of the Board of Trade and other commercial bodies, by a score of its leading citizens.

"The crest of the tidal wave was higher than the tide of the wall," was the burden of each of them, "but the wall itself still stands. It broke the force of the water and saved the city from destruction. No engineering work ever stood a harder test. Galveston is uninjured and you are its savior. We congratulate and thank you."

"Doubting Thomases" Shown Proof. Boschke showed a couple of these telegrams to his doubting and troubled subordinates. "Now," he said, "set on down the canyon to Kingsley bridge and



George W. Boschke.

see if you can't find an easier grade than the Hill people have picked out through the gorge.

Let Boschke serve as a type of the modern railroad engineer, who recognizes no obstacle as insuperable, who thinks nothing of putting a bull run in the nose of an earthquake, who takes a sponge and wipes a whole mountain range off the map, who puts the ocean in a dovecote and makes avalanches run in slots.

He was born in Boston, went to the public school and then to the college, struck out for Texas and at the age of 22 went to work in the engineering department of the Southern Pacific. He made his reputation as a construction engineer by building various lines for his company through the Lone Star state. It was while he was engaged on this work that the first great disaster overwhelmed Galveston. When the people of the island city began to get back their breath and their courage they sent for Boschke and offered him twelve or fifteen thousand a year to build them an ocean-tight fence around their island.

Boschke Assumes Double Burden. Harriman advised the engineer that, in his potent opinion, it would be a mistake to quit the railroad, so Boschke declined. Galveston looked around a bit more and then came back with another offer: "Could he keep his railroad job and build their sea wall at the same time? They'd pay just the same salary while the work was being done."

It was the kind of opportunity which appeals to a real engineer. Boschke put it up to Harriman, again and the great man nodded. "Go ahead. But don't neglect my railroad job." So Boschke took hold, doing double work and drawing a double salary. That he made good is doubly evidenced by the congratulatory telegram quoted above and by the fact that at present he is the man on the firing line in one of the greatest railroad battles the Pacific Northwest has ever seen.

Ever since the Puget Sound country was first opened up there have been constant and heated complaints that the railroads were neglecting the State of Oregon, to the great advantage of its neighbor,

Washington, at the north. Even to this day the greater part of Oregon is an untraveled wilderness. That is explained by the fact that the interior of the state is vast, high table land, shut in by high mountains and so far of little value as an agricultural country.

On the map one may see that with the exception of the line of the Oregon Railroad & Navigation Company along the south bank of the Columbia and a few small lines along the Pacific coast, the whole of the Cascade Mountains, the whole great state is still almost without railroad facilities of any kind. Bitter and strenuous have been the complaints at this neglect.

Appeal Made to "King."

Nearly two years ago, at the time when the late E. H. Harriman was making his last trip to the Coast, he met a large delegation of earnest citizens and gave them his promise that as soon as it could be done a railroad line should be built from the Columbia River southward into the interior of the state, beginning at the point where the Deschutes River runs into the Columbia.

Investigation showed that some years ago a local corporation had secured a charter for the building of a road down the canyon of the Deschutes, which is practically the only feasible way of getting down on to the great tablelands of the interior. The corporation had bought some right of way and done a little track-laying. Then it stopped work for lack

of capital. An attempt was made by the Harriman interests to buy up this charter, but its promoters held out for a large sum of money and the Harriman lawyers found flaws in its legal standing. So these negotiations came to nothing. But to Harriman a promise was a promise. Besides his advance guard reported that the eastern foothills of the Cascade Range were covered with splendid trees which would furnish many eastbound trainloads of timber, and upon the high plateau lands adventurous pioneers were having great success in the raising of mutton and wool. There were thousands of ton miles of freight in sight, and Harriman was determined to reap the prospective harvest. Meanwhile George W. Boschke had been called up from Texas and made chief engineer of the Oregon Railroad & Navigation Company, with headquarters in Portland. Harriman, knowing the man and his work, sent for him and ordered him to build the new road.

Hill Buys Paper Road.

"Disappointed in the prospect of selling out at a big profit to Harriman, the promoters of the local railroad company hurriedly straightened out their legal tangle and went with their story to Harriman's great rival, James J. Hill. Before his far-seeing eyes they painted the picture of a hundred great sawmills, cutting the firs and pines of the lands of Oregon, covered with countless flocks of sheep. Besides they owned the right of way through the Deschutes River—the only low-grade entrance to the new land of promise. Perhaps the prospect of felling Harriman may have helped to loosen Hill's pursestrings. At any rate he bought the paper road and promptly sent down his construction engineers, with orders to rush the building of the line.

But they found the Oregon Railroad & Navigation Company already in possession of the Deschutes Canyon, with the reliable Boschke in chief command. That was a situation which demanded in by almost perpendicular walls half a mile in height. In others it is extremely narrow, so that there is scarcely room for the river and the two rival roadbeds. For its whole distance it is a great gash cut by the water out of the solid rock. In laying railroad tracks along its irregular and twisting bottom the engineers must figure on the tremendous floods which sweep through it in the early Summer, when the snow melts on the foothills.

Court Decision Renews Struggle.

Meanwhile Boschke was driving ahead with dynamic haste and fury to get his tracks laid first. Hill went into the courts and tried to enjoin him. He did succeed in getting a decision which gave to the corporation, whose rights he bought, first choice of a right of way through the canyon. But that, instead of stopping Harriman and Boschke, only made them more determined and desperate. If they could not have the best natural right of way through the steep, narrow canyon, they would blast one equally as good out of the solid rock. On that basis they had gone ahead.

The new Harriman line starts near The Dalles on the Columbia, a little west of the mouth of the Deschutes, and turns into the canyon after a steep slant to the southeast. The Hill road, starting with a connection with the famous North

Bank Road on the far side of the Columbia, leaps the river on a great bridge opposite the mouth of the canyon and runs on through it to the south. In some places the Deschutes canyon is hemmed in by almost perpendicular walls half a mile in height. In others it is extremely narrow, so that there is scarcely room for the river and the two rival roadbeds. For its whole distance it is a great gash cut by the water out of the solid rock. In laying railroad tracks along its irregular and twisting bottom the engineers must figure on the tremendous floods which sweep through it in the early Summer, when the snow melts on the foothills.

If only one road was to be built and there was plenty of time to do the work the problem would be a difficult one. But with two bitter rivals, each striving to outdo the other in speed, and actually disputing each foot of the way, the scene is set for a homeric struggle. Nor is it by any means impossible that the rivalry may come to a climax in an actual pitched battle between the opposing forces. Both Hill and Harriman have an army of track layers and laborers at work in that narrow gulch. At the head of each is a man whose fighting spirit has been tested in a score of similar struggles and who is held responsible by his chief for nothing but success.

Minor Battles Not Counted.

As a matter of fact, it would probably be impossible to keep up for weeks at a time, in such close quarters, two rival gangs of rough men without some trouble resulting. Instead of exhorting their forces to actual hostilities Boschke on the one side and Stevens on the other will have their hands full in holding back their gamecocks. Since the late Summer the work has been under way.

At the end of one week the Hill rails have been a mile or two head; by the end of the next the Harriman forces, working desperately have caught up with and passed them. So far, with the exception of a dozen more or less bloody battles, with hot blooded individuals as the leading combatants, serious trouble has been avoided. But it is an open secret that the leading officials of both the Hill and the Harriman systems will be greatly relieved when they get a wire announcing that the rails are laid and ready for the running of trains.

Meanwhile people who live on the great interior plateau country of Oregon and who have been waiting for years for some quick method of transportation find double cause for satisfaction in the building of the two roads. They are hoping that the rivalry which has resulted in the laying of two tracks down the canyon of the Deschutes will continue. In that event they may expect that the competition for freight business will result in the making of much lower rates than if only one of the railroad kings had attempted to add this new province to his empire.

AUTO TAXES TOO SEVERE

French Complain and Urge That That Law Be Not Enforced.

PARIS, Nov. 27.—In the opinion of many persons the proposed taxes on foreign motor cars and balloons are too severe, and strenuous efforts are being made to induce the government not to proceed with them. The Automobile Club de France, at a meeting held this week, decided to petition the Finance Minister not to carry into effect the proposed increase in taxation on automobiles and motor boats. The club is also against the proposal for taxing foreign motorists entering France for a period not longer than six months.

There is considerable dissatisfaction over the customs duties on petrol. The Automobile Club de France considers them exorbitant. For example, petrol can be had in Brussels for 15 centimes a litre, while in Paris the cost is 50 centimes.

In the matter of foreign balloons, the authorities have decided to grant a temporary privilege. The owners of all foreign balloons descending on French territory will pay the same tolls as in the past, but will receive in exchange a receipt showing the amount paid, also the date on which the balloon will leave France. The payer, on reaching the frontier, will simply have to hand in his receipt to the French customs to be refunded.

It is pointed out, however, that this new decision does not take into account regulations issued by the Minister of the Interior of date March 12, 1909, and which were made in view of safeguarding the interests of the national defense.

WOMAN QUEERLY WOUNDED
Passing Truck Runs Over Cartridge, Bullet Striking Her.
NEW YORK.—Mrs. Annie Flynn was standing on the stoop of her home, No. 411 West Sixteenth street, when a truck ran over two cartridges in the street. A bullet from one struck Mrs. Flynn in the breast inflicting a flesh wound.
An ambulance surgeon of the New York Hospital dressed the wound.

CONSUMERS' LEAGUE APPEAL FOR EARLY CHRISTMAS SHOPPING



THE CONSUMERS' LEAGUE bids thee—lest thou forget—that thou do thy Christmas shopping **EARLY IN THE SEASON, EARLY IN THE DAY, AND IN THE WAY MOST KIND.** Shall thy young neighbor, who works behind the counter; shall thy brother, who drives the poor beasts; shall thy little sister who toils all night in the candy shop; spend the glad Yule-tide on a bed of weariness? Wouldst thou make a mockery? For on the first Christmas there came an angel saying: "Behold I bring you good tidings of great joy which shall be **TO ALL PEOPLE.**"

The Consumers' League of Portland has started in earnest on a campaign for early Christmas shopping. One means adopted is the display in shop windows of the accompanying poster, printed in black and red. It was designed by Miss Lorraine Ferrier, of St. Helen's Hall, in competition among the girls of that school.