

THERE NEVER WAS A TIME

When people of all ages are troubled with their eyes as much as they are today, the cause is so numerous it would be very hard to enumerate them. The only hope is to have them corrected with glasses. Our optician will give you good advice if you will consult him. Oculist prescriptions filled.

A. & C. Feldenheimer.
Manufacturing Jewelers and Opticians. Corner Third and Washington Streets.

RELIABLE
MACHINERY

THERE is always one right answer to every question—one right solution to every problem.

Have you a machinery problem to solve—a machinery question to settle?

Are you putting up new works, or does your present machinery need changes?

We have large facilities and we are full of ideas and resources, so that it is very likely we can solve in just the only right way any machinery difficulty you may bring to us.

WILLAMETTE IRON
& STEEL WORKS

SEWARD IS OVERDUE

No News of Her Since Leaving
Seattle Two Months Ago.

SEATTLE, Oct. 17.—The United States army transport Seward, which, fitted out as a refrigerator supply ship, departed from this port two months ago for Manila, with a cargo of frozen meats, has not been heard from since she passed out into the trackless ocean at Neah Bay, and there is some anxiety as to what has happened to her.

The Seward is long overdue in arriving at the Philippine capital and the transport Logan, which has reached San Francisco, failed to sight the missing liner, although a special lookout was

kept all of the time. The Logan went out of her way to see if she could learn anything of the Seward, but nothing was seen of her.

The Seward had been refitted and thoroughly overhauled and repaired previous to departing on her last voyage, and was therefore in the best of trim for a long sea voyage, so her unexplained failure to reach Manila in anything like reasonable time is causing some uneasiness.

TAKEN TO SANITARIUM.

After giving his name as Frank Woodburn, who is in bad physical condition from excessive use of whisky, was removed from the city jail to the South Portland Sanitarium this morning. The young man comes from a wealthy family in South Carolina. A telegram was received from his father this morning, to the effect that nothing should be left undone for the welfare of the son.

HEARTY
APPROVAL

For Journal's Franchise
Project.

STREET RAILWAYS

Should Be Lined Up for the Benefit
of All—Other Inter-
views.

The Journal has collected opinions relative to the proposition made yesterday by this paper, for a counter proposition to the street railway company to accept a blanket franchise covering 25 years and containing all provisions that are to be in the new charter, in lieu of the franchises that have been asked for at this time. The salient points in The Journal's proposition are:

Instead of granting the new franchises asked for by the Portland Railway Company, let the Council make a counter proposition to the effect that the company surrender all its franchises and accept a new blanket franchise running for a term of 25 years, subject to all the conditions and restrictions of the new charter. What are these conditions and restrictions? Briefly, the salient features are as follows:

The right to regulate, in the public interest, the exercise of the franchise.

The right to acquire the plant at the end of the term.

The payment of a compensation, either fixed or on a percentage, of the gross receipts.

Publicity of accounts.

Proper repair of streets and forfeiture for violation of terms of franchise.

The views obtained in several interviews are as follows:

MAYOR WILLIAMS.

"I do not care to express myself on the subject before it comes before me officially. I will say this however: The subject of granting blanket franchises to street railways upon condition that they surrender franchises they now hold, this blanket franchise to terminate at the expiration of twenty-five years, has been favorably discussed by myself with some of the other city officials and I have unfavorably impressed with this idea, but there has been no details specified or agreed upon and the whole subject is in an embryonic condition."

CITY AUDITOR DEVLIN.

"In regard to the suggestion of The Journal in its editorial relative to the granting of a blanket franchise to the Portland Railway Company upon surrender of its several franchises, I will say that it is not within my province as an official to endorse or recommend legislation nor have I a desire to do so. The Mayor, Common Council, and Board of Public Works are thoroughly competent in such matter and I have confidence that they will safely guard the interests of the city. Personally I regard the suggestion as the only practical solution of the problem. It would put the Railway Companies in better position and it would be of very great value to the city. Such an action could not subject the officers to adverse criticism, because I believe it would meet with the approval of a large majority of the members of the Charter Board. It would greatly simplify the dealings of the city with the railway companies and it would accomplish at once what it was intended the new charter should accomplish but which would require a long period of years."

MILLS ENDORSES.

Mr. A. L. Mills, vice-president of the First National Bank and chairman of the Board of Public Works, expressed himself as heartily endorsing The Journal's suggestion.

"The idea is an excellent one," said Mr. Mills. "I would even go further and suggest that a blanket franchise for some certain period be granted to all the street car companies operating in the city, the companies on the other hand to surrender all the present franchises which terminate at various times throughout the century. Such a step would be a good simplification of the situation, as it presently exists, and would be of benefit to all concerned. For instance, the franchises granted for operating cars on Washington street and Third street expire within the next fifteen years. These streets are practically the backbone of their respective systems and without these two franchises the Portland Railroad Co. and the City and Suburban Co. would be undetermined. Would it not be better for these corporations to have a franchise covering all their lines and expiring at some certain date when the entire business of the companies would be in a condition to handle. The railroads are protected in this event also. The charter practically provides that they shall be sold at public auction which ensures a just figure. The constitution of the board of appraisement is eminently fair and fully protects all the parties concerned."

SOMEWHAT DRASTIC.

Mr. J. C. Ainsworth, president of the Ainsworth National Bank and treasurer of the Portland Street Railway Company, thought the plan outlined in The Journal "pretty drastic."

"The suggestion made in The Journal is a good one in parts," said Mr. Ainsworth, carefully, yesterday evening. "The serious objection which I have to it is the idea that the city should refuse to grant the franchises for which the Portland Street Railway is asking and should issue the mayor's blanket franchise in lieu thereof. My objection to this is based upon the length of time that it will require to prepare and grant the blanket franchise. I do not think the minor franchise should be hung up while the larger one is being put into shape. If those franchises were granted tomorrow, we would telegraph immediately for steel and could begin our construction work at once. I think these minor franchises should be granted now and then when the blanket franchise is ready for passage, the railway company will be perfectly willing to surrender the smaller franchises which will be included in the greater."

"As to the conditions of the franchise itself as suggested by The Journal, any railway company would object to the clause providing for the publicity of accounts, principally because of the labor troubles which it would undoubtedly entail. I think also that any company would object to the clause which provides in effect that they should be sold on an old junk basis at the expiration of 25 years. Now we are not trying to shirk taxation, nor to evade any of our responsibility to the public, but there are many points which should be considered in laying restrictions upon us. For instance, take the Ford street franchise. We will construct on that line a bridge which will cost not less than \$40,000. It will be used as a thoroughfare by the public, but we are not asking one cent from either the city or the country for its construction. The cost per passenger on that line is about 1 cent on account of the long grades and that leaves only a small margin of profit to the company."

ALDERMAN ZIMMERMAN.

"I heartily endorse the editorial in The Journal. The only thing in the way of putting it into effect is to get the railway companies to agree to surrender their present franchises."

ALDERMAN RUMMELIN.

"If the plan suggested in The Journal editorial could be brought about I firmly believe it would prove beneficial to both the city and the different railway companies."

JOHN P. SHARKEY.

"I concur with The Journal's views in relation to railway franchises. Since I have been in the City Council it has been my aim to get as much for a certain privilege as possible. I don't believe in giving anything away that is worth money. If the street car companies would consent to give up all their old franchises and allow the City Council to prepare a blanket one, paying for the new franchises and to allow a clause to be inserted to abide by whatever the new charter says, then I think that it wouldn't take more than 10 minutes to pass the franchises asked for."



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Imported
Fancy...
Hosiery

PECULIARLY ADAPTED FOR
OREGON FALL AND
WINTER WEAR

25c to 75c

Dr. Jaeger's wool in black and
natural colors.

Buttum & Pendleton
Local Agents
THIRD AND STARK STS.

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GREAT
CENTRAL

Proposed Route Being
Surveyed.

GRADE STAKES SET

Between Roseburg and Myrtle
Point—New Land
Company.

A force of 18 men is now actively engaged in surveying and setting grade stakes along the proposed route of the Great Central Railroad between Roseburg and Myrtle Point. The survey party is camped at present at Hoffman's bridge, a few miles east of Myrtle Point, and at the present eastern terminus of the Coos Bay, Roseburg & Eastern Railroad grade they are commencing to survey and to place the grade stakes. The point at which they will start will be about two miles east of Myrtle Point.

ENGINEERS LEAVE.

Engineers Moody and Lindsay, with their corps of assistants, left Roseburg Saturday for the field east of that city to take up the preliminary survey and reconnaissance of the passes formed by the Umpqua and Deer Creek, thus determining the most practical and feasible route across the Cascades into Klamath and Lake Counties.

It is stated that "Whether this route will take the natural grade of Deer Creek and the East Umpqua or the North or South Umpqua route remains to be seen. However, it is definitely determined that the road between Roseburg and Myrtle Point over the Coast Range will take the natural grade of the middle fork of the Coquille River."

The effect of the surveys appearing between Roseburg and Myrtle Point is very encouraging. It stimulates interest and confidence in the Great Central's early construction.

Rumor has it that the Great Central has purchased or will purchase the Coos Bay, Roseburg & Eastern. As yet it is unconfirmed.

ANOTHER INCORPORATION.

The Great Central Townsite Company has filed articles of incorporation at Roseburg last Friday. The capital stock is \$50,000; the par value of the shares \$10; the incorporators are J. H. Diers and W. P. Andrus of Portland, C. Schmidt and James D. Hamilton of Roseburg.

W. P. Andrus was formerly connected with the Bangor Exchange at Portland. Before that time he was State Fish Commissioner of Minnesota and held many positions of financial trust. Mr. Andrus but recently came to the Pacific Coast.

At a meeting of the stockholders of the townsite company held last Saturday evening at Roseburg the following officers were elected: President, J. H. Diers; vice-president, J. D. Hamilton; secretary, D. P. Andrus; treasurer, S. R. Sykes; general manager, C. Schmidt.

The board of directors are: C. Schmidt, S. K. Sykes, J. H. Diers, D. P. Andrus and J. D. Hamilton.

STRONG INSTALLED

Former Oregon Professor as Chan-
cellor of Kansas College.

LAWRENCE, Kan., Oct. 17.—Dr. Frank Strong was inaugurated Chancellor of the University of Kansas today. There were impressive ceremonies and a great inaugural procession, which was headed by President Hadley, of Yale, who made an address. Three thousand visitors were present, and faculty representatives of Yale, Howard and Princeton, the Brown University of Chicago, Cornell, Massachusetts, Washington and 34 other state and private universities and colleges. Dr. Strong was formerly president of the University of Oregon.

Dr. Frank Strong, who was born in New York state in 1839 and graduated from Yale in 1864, has spent most of his life in the West. He was principal of the St. Joseph, Mo., high school, from 1888 to 1893; superintendent of schools at Lincoln, Neb., from 1893 to 1895; and vice-president of the Nebraska Association of Superintendents and Principals from 1897 to 1899. At the time of his election to the head of the Kansas University, he was president of the University of Oregon. Dr. Strong lectured on history in Yale University and has for a number of years contributed articles to several magazines. He is also the author of several books.

OBTAINS LEASE OF LIFE.

SALT LAKE CITY, Utah, Oct. 17.—This was the date set for the execution by shooting of Peter Mortensen, convicted of the murder of James R. Hay, secretary of the Pacific Lumber Company, on the night of December 16, last. The appeal to the Supreme Court, granted a short time ago by Judge Moore, acts as a stay in the case and the condemned murderer passed the day quietly within the state prison walls instead of facing the bullets of his executioners. It is probable that the case will not be reached by the Supreme Court before next January.

MEET OF LIVE STOCK MEN.

PITTSBURG, Oct. 17.—The National Live Stock Exchange began its annual convention in Pittsburgh today and will continue in session two days, during which time there will be discussions of numerous matters of interest and importance to those engaged in the stock raising industry. The cities represented includes Omaha, Sioux City, St. Paul, St. Louis, St. Joseph, Chicago, Louisville, Cincinnati, Denver, Philadelphia, Buffalo, New York and Baltimore.

Music of "KING DODO"
Also "IN THE GOOD OLD SUMMERTIME"

Lipman Wolfe & Co.

A SALE OF
UNTRIMMED HATS

New, desirable up-to-date Hats in sailor shapes, face hats, pompadour, turbans, flat hats; assorted colors; regular price \$1.50, at..... 88c

SALE OF

Ready-to-wear Hats

Seven styles; turbans and round hats; Regular \$1.50 \$2.00, \$2.50 and \$3.00, at.....

New Children's Hats

In velvet tams, corduroy tams, velvet sailors, corduroy sailors, cloth tams and sailors, and many novelty hats and Tam o'Shanter.

Ribbons---Ribbons

Four thousand yards of 40c moire taffeta Ribbons, and satin taffeta Ribbons, in all the leading colors; on sale today at..... yard 25c

PLOUGHED
RIVER BED

The Pomona Has Had Terrible
Experiences.

DUG UP ROCK AND GRAVEL

Presents Sorry Appearance---Laid
Up for Repairs.

The river steamer Pomona, plying between Portland and Salem, arrived in at the Oregon Transportation Company's dock last evening in a dilapidated condition, and she will lay up a few days for repairs. Her sorry-looking plight is attributed to the fact that the Willamette River has a lower stage of water than has been known for years, and in making her regular trips the vessel has been compelled for the past month to literally plough her way through rocks and gravel. Captain Graham, one of the owners of the vessel, said:

"There is no finer or better equipped boat on the river than the Pomona, and she is all right in a river, but when it comes to running her on dry land, as we have practically been doing here lately, it is more than she can stand. It is expecting too much of her."

BADLY BATTERED.

One can form a slight idea of the rough treatment she has been experiencing by taking a look at her. The wheel buckets are in shreds and look as though they have been chewed by a large band of industrious beavers. Her hurricane deck is covered with a layer of gravel and stones, some of them as large as a goose's egg, which were thrown there by her wheel scooping them up from the river bed. The bulkhead, which was new a month ago, is so battered by flying rocks that it will have to be made over again. The skylights were also broken by the same missiles, which were dug up and thrown from the bottom of the river.

LOW WATER.

Captain Sprong is master of the Pomona, having filled that position for the past 12 years. During that time he says that the Willamette has never been so low as at present. For most of the distance above Oregon City he says that

the vessel was bumping along on the bottom and digging up gravel like a dredge. As it would come against the boat the sound was deafening, resembling in a certain degree the charges of heavy artillery. "The most surprising thing about it," he said, "is that the boat stood such rough treatment as long as she has. The wheel buckets had to be replaced nearly every day with new ones."

CONNECTICUT TEACHERS.

NEW HAVEN, Conn., Oct. 17.—The 66th annual meeting of the Connecticut State Teachers' Association was held here today with an attendance of leading educators from all parts of the state. At the general meeting held this morning in the Hyperion theater, the principal address was delivered by President Charles W. Eliot, of Harvard University, who took as his subject, "The Present Rate of Expenditure in Public Schools Is Much Too Low."