

MAYOR WILLIAMS TAKES A HAND

City's Executive Makes Important Changes in Garbage Ordinance—Howard Whiting and C. J. Smith Back Up the Deal.

Howard Whiting and C. J. Smith are the men who are at the head of the Portland Sanitation company, and who will petition the city council tomorrow for an exclusive franchise to collect and dispose of the city's garbage for 25 years.

"What we propose to do if we get the franchise is to build a second crematory immediately on the east side and operate it in conjunction with the one in north Portland. The rates as specified in the proposed ordinance are the maximum, and are merely for our protection in the years to come. We will make much lower rates, dependent entirely upon the distance of a residence from our crematories. We do not know whether we will make any money out of this, but we will have to furnish a \$10,000 bond to the city, which ought to show people that we are acting in good faith.

"We aim to make an outlay of \$50,000 immediately, if the council grants the franchise, and will have the two crematories operating in perfect sanitary order at once. Our system will be the best money can provide; our equipment will be the latest improved."

Howard Whiting is an expert on crematory matters, and superintending the construction of the present crematory. C. J. Smith is one of the most widely known capitalists of the Pacific coast, and has large interests in Portland, although his home is in Seattle. He was the first receiver of the Oregon Improvement company, owning a line of steamers from Seattle to San Francisco and Alaskan points and coal mines and railroads in Washington. Several years ago the company also operated a line from Portland to San Francisco. When the company was reorganized and became the Pacific Coast company, Mr. Smith was its first president and general manager.

Mayor Williams made several important changes in the proposed ordinance. In section 1, he altered it so as to compel the company to dispose of the garbage by cremation, incineration, reduction or other modern methods, to be approved by the city council. In section 2, he added: "That in addition to operating the present crematory free of cost to the city, the company must erect

and operate such others as may be necessary during the life of the franchise." He also added to this section a provision that the company must keep the streets and approaches to the crematory clean and free from debris. He also specified metal-water-tight beds for all the wagons to be used.

In section 3, the mayor's alteration makes it compulsory for the company to haul dead animals to the crematory when notified, and they may collect \$3 from the owner, if the owner chooses to pay, if not, they must remove it anyway.

The mayor made the most drastic addition when he wrote a provision compelling the company to give a \$10,000 bond, to be approved by himself.

The ordinance will be introduced in the council at its meeting tomorrow, but by whom is not known at this time. It will be referred to the committee on health and police, and will be considered by the members of that committee, and a report will be made to the following meeting of the council.

The ordinance cannot become a law until after it has been advertised for 60 days in the city official paper, and every one will have ample opportunity to inspect its provisions and to be heard concerning it.

Last year it cost the city \$7,676.80 to operate the crematory, but City Auditor Devlin states this year will be about double that this year, because of repairs necessary to be made.

The rates specified in the ordinance are as follows:

One call per week for two cans, 75 cents.

Two calls per week for two cans, \$1.50.

Three calls per week for two cans, \$2.25.

Six calls per week for two cans, \$4.50.

Additional calls to be removed daily are to be paid for at the rate of \$1.50 per month.

Material to be removed in bulk to be paid for at the rate of \$1.60 per yard, or according to the following schedule:

One cubic yard, \$4 per month.

Two calls per week for not to exceed one cubic yard, \$7 per month.

Three calls per week for not more than one cubic yard, \$13 per month.

Six calls per week for not more than one cubic yard, \$25 per month.



"A little down and a little each month does it."

Beautiful Babies For Sale

3 Knabe
2 Everett
1 Steck
2 Fischer
1 Packard

An opportunity of this kind is unusual. These GRANDS are just from the factory and are beauties, every one. We will, for the next 10 days, sell any one of these Grands at two-thirds its real value on easy terms.

New Pianos For Rent

Allen & Gilbert-Ramaker Co.

Oldest, Largest, Strongest,
COR. SIXTH AND MORRISON STS.
Opposite Postoffice.

FIRST WORK FOR CITY DRYDOCK

SCHOONER W. K. TALBOTT APPLIES FOR BERTH IN ST. JOHN'S DRYDOCK AND WILL TEST THE NEW STRUCTURE FOR THE FIRST TIME—WORK IS BEING PUSHED.

Captain Benneche, commander of the American schooner W. K. Talbott, called at the headquarters of the Port of Portland commission this morning to get definite information as to when they would be in a position to give the schooner a berth in the new drydock. He stated that if it will be in shape for business by Saturday or Sunday arrangements will likely be made for his vessel to be taken for treatment. The members of the commission replied that they would endeavor to give the schooner a berth as soon as possible. The captain will then telegraph the owners of the Talbott, who reside at San Francisco, concerning the matter. They have sent word that they are desirous of having a guarantee of the exact date when the vessel can be docked.

Commissioners Thomas and Driscoll have been putting in the most of their time lately at St. John's, urging the several contractors to push the drydock work with all possible haste. As a result they are of the opinion that the structure will be ready for testing the latter part of this week. A big delegation of watermen and residents and commissioners went down to the site this morning to learn how the work is progressing and to examine the facilities for handling vessels. It is believed that the engine will be in shape to start up this afternoon. The drydock is in place, and it is said that all of them will be in their proper position by Thursday.

During the past few days the Columbia Engineering Works, which has the contract for installing the machinery, has been putting forth every effort to complete its part of the job. Its mechanics worked all day Sunday, and the force was materially increased. It is said that the "hurry up" committee of the Port of Portland made it so plain that no further delays would be tolerated that there is no question now of the dock's early completion. Had such steps been taken several months ago it is thought that the dock would have been a dividend producer before this time.

The Talbott is of 743 tons net register, and will probably take on a small shipment of lumber before being docked. She will be given a thorough painting and cleaning. So far as now known her owners will be required to pay the regular dockage rates, as the commission is averse to treating the vessel free of charge. Such a procedure may be the custom at other places, they assert, but it does not necessarily follow that the same plan will be adopted here.

MITCHELL TIMBER BILL PASSES SENATE

(Washington Bureau of The Journal.) Washington, D. C., April 19.—The senate today passed the Mitchell bill extending to citizens of Oregon, Washington and California the same privileges in respect to cutting of timber on the public domain, enjoyed by other western states under the act of June 3, 1878.

MINERS ARMED AND BATTLE IS EXPECTED

(Journal Special Service.) Somerset, Ky., April 19.—A mob armed with rifles surrounded the Carret coal works today and an outbreak is expected between the strikers and the miners who are in the company barricade. The latter are Italians and are said to have an abundance of arms. Twenty shots were exchanged last night.

SAY SPOKANE ASKS TOO MUCH

COAST JOBBERS MEET WITH MR. STUBBS AND GIVE REASONS FOR THE TURNING DOWN OF THE INTERIOR TOWN'S DEMANDS FOR LOW RATES.

On his return from San Francisco, for which place he left Portland this morning, Traffic Director Stubbs of the Harriman lines, will again meet a delegation from the transportation committee of the chamber of commerce and of the North Pacific Jobbers' and Manufacturers' association. The delegation called upon him yesterday, but received no assurances from the traffic director.

Mr. Stubbs left for San Francisco this morning to attend a meeting of the transportation officials of the Southern and Union Pacific railways. He will return in a few days, and will confer the favor of another interview upon the business men of the northwest.

Spokane's Demands Opposed. The delegation which called upon him yesterday insisted that Spokane had always received more than it was entitled to in the way of railway concessions to merchants and constantly made heavy demands for further favors. They objected to granting such favors to that city, when it detracted from the business of the coast cities in which the railroads should be more directly interested.

The coast merchants are forming an association for the purpose of counterbalancing the effect of Spokane's requests in dealing with the railroads. Spokane has such an organization, but with the larger trade and more extensive territory the coast cities insist that they should receive more consideration from the railroads.

In concluding their remarks before the traffic director yesterday, the committee demanded that the railroads bear the side of the coast cities before finally settling any controversy which may arise with the Spokane merchants. Mr. Stubbs listened to the remarks of the delegation, but made no comment and committed himself in no way. He was counseled in the best of the delegation immediately on his return.

The association already has a membership of 175 of the largest firms in Portland, Seattle and Tacoma. Each city is being canvassed for additional members, and no trouble has been experienced in securing them.

Traffic Director Stubbs of the Harriman system, delivered a lecture yesterday afternoon to the merchants of Portland that was thoroughly forceful, and that was couched in the best of English in the matter of its clearness.

This lecture in portent was as follows: "Spokane is out with a big, strong hand in her determination to capture terminal rates and a large share of the commercial business of the northwest, and unless you fellows wake up she is going to get it."

The meeting at which this matter-of-fact presentation of the conditions came up was held in the O. R. & N. offices in the Worcester building, at 4 o'clock. Several of the largest wholesale and jobbing merchants of the city were present, and they were there by appointment with Mr. Stubbs to object to the Harriman system giving Spokane a terminal rate plus 25 per cent of the cost of the haul back from terminal points to Spokane. This is the concession which the Spokane merchants have been demanding so persistently of the railroads during the past two months and which resulted in their boycotting every railroad coming into Spokane except the O. R. & N. line.

Portland merchants and merchants of Seattle and Tacoma have been remonstrating against the granting of the demands of the metropolis of the inland empire, but have been slow in filing their objections. It was the blunt announcement of Mr. Stubbs to the grievance committee, yesterday that caused the session.

Activity Follows Speech. Already the matter-of-fact explanation of affairs by Mr. Stubbs has resulted in activity, and a meeting of the freight committees of the commercial bodies of this city, Seattle and Tacoma is to be held, probably within a week, to discuss a plan of campaign against the Spokane demands.

In planning this opposition, the coast merchants feel that they are justified by the conditions. In explaining the conditions, a prominent local jobber said today: "The coast cities are favored by nature in that they are located on the ocean. This location compels the railroads coming to them to give a freight rate that is less than the rate on the freight-carrying ships of the ocean."

"Spokane, less advantageously situated by nature, now comes forward and demands that the railroads give them a point that has been won by the natural advantage enjoyed by cities on the coast. Spokane goes still further and demands that she be given a freight rate that will let her sell goods at the very doors of these coast-located cities."

Spokane Has Been Favored. "The city of Spokane has always been unjust in these demands. She has grown in 20 years from a village to a city of an alleged population of 50,000. In boasting their town, the merchants constantly allege they are absolute masters of a territory with a radius of 150 miles—and they can truthfully say that they sell practically all of the goods in that territory. Furthermore, the merchants of that city have gained concession after concession on the local business and are now demanding another concession that is unjust. In 1898 they began suit before the interstate commerce commission to compel the railroads to give them terminal rates. They lost that suit. It was manifestly unfair. Now they come back with another demand for the same concession, declare a boycott against all of the railroads but one; and seek to cover the enormity of their demand by offering to pay in addition to the terminal rate 25 per cent of the cost of the haul from the terminal points back to their city."

"While Mr. Stubbs gave to the committee that called on him no definite satisfaction yesterday, and departed this morning for the coast without bringing any more light on the matter we feel that he is friendly to our complaint. We have decided to call the meeting of the freight committees of the leading coast cities within the next week or so to make our complaint still more emphatic."

(Journal Special Service.) Somers, Ky., April 19.—George Troxell, while intoxicated last night broke into the home of Deputy Sheriff Foster, who was absent. Foster's wife warned Troxell, who continued his depredations, whereupon the woman shot and killed him.

WOMAN SHOTS AND KILLS DEPREDATOR

(Journal Special Service.) Somers, Ky., April 19.—George Troxell, while intoxicated last night broke into the home of Deputy Sheriff Foster, who was absent. Foster's wife warned Troxell, who continued his depredations, whereupon the woman shot and killed him.

Only \$6.00

Without drape, 6 feet long, 30 inches wide, covered with fancy Art Denim.



\$22.00
Combination book case and desk, polished, golden finish, made of select quarter oak, bent glass front.

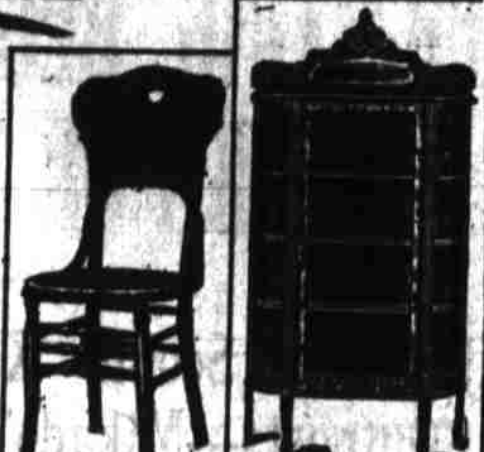
We are now selling the celebrated Gunn Sectional Book Case and Filing Cabinet. The best and cheapest sectional case on the market. Made of solid polished oak, golden finish.

Cale Bros. FURNITURE

130 Sixth St.
Opp. the Oregonian Bldg.

Complete House Furnishers. The quality of our stock is second to none. Prices as low as the lowest. Cash or credit, as you wish. Give us a trial order.

This beautiful roll-edge couch, heavy velvet covering, figured or plain claw-foot, only \$9.00



Special \$23
Regular price \$34.
Quarter sawed, polished oak, bent glass ends, finished golden China closet.

\$1000 Reward

The undersigned will pay a reward of \$1,000 in gold for any case of Bright's Disease or Kidney Trouble we cannot cure. WE ABSOLUTELY KNOW that our system will PERFECTLY CURE either of these diseases in very short order.

\$5 PER MONTH

Pays the bill. It is a treatment that would easily cost \$200 per month under ordinary medical conditions; but desiring to establish the efficacy of our methods and CONVINCE ALL PORTLAND THAT WE CAN MAKE THESE CURES, we make this liberal offer for a short time only.

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TO GOVERN SPEED OF AUTOMOBILES

CITY ORDINANCE IS BEING PREPARED TO REGULATE OPERATION OF MOTOR CARS IN THE CITY LIMITS—GENERAL DEMAND IS CAUSE OF THE BILL.

An ordinance to govern the speed of automobiles within the corporate limits of Portland will be drafted and introduced into the city council in the near future. At present there is no ordinance covering the matter, and many complaints have been made to the city officials.

It is reported that automobiles, driven from 20 to 60 miles an hour, dash about the city's streets frequently, causing great danger to the public. The city ordinance governing the speed of other vehicles does not apply to automobiles, although it is claimed by many that they are the most dangerous of all.

About one year ago an ordinance was introduced into the council, but was referred to a committee and killed. Councilman Fred Merrill was the chief opponent of the bill. A new one was to be drawn, but has failed to bring it forth. Now so many complaints are being made that another ordinance will be drafted.

SKIRT PARACHUTE SAVES GIRL'S LIFE

(Journal Special Service.) Wheeling, W. Va., April 19.—Because of her being accused of being in a conspiracy to swindle her employer, the Stifle Dry Goods company, Mabel Fulton, aged 19, ran weeping from the store this morning and in full view of hundreds climbed to the highest point on the new steel bridge and threw herself into the Ohio river.

The girl's clothing acted as a parachute and she struck the water 100 feet below so gently that she suffered no injuries. Men in a boat rescued her unhurt.

BOY IS DROWNED IN FLOODED COLUMBIA

(Special Dispatch to The Journal.) Hood River, Or., April 19.—Kenneth, the 13-year-old son of Mr. and Mrs. W. J. Baker of this city, was drowned in the high water of the Columbia in front of town last evening. The boy, with others, was riding into a slough with a horse at the time of the accident. His body was recovered after 25 minutes and three physicians worked on him in vain for two hours.

OUR BUSINESS Men's Toggery

With a Few Selected Things for Women

The Phipps & Atchison's Hats



Will do the same for all who will wear them. Tailors Walking Hats, every one new, every one different, every one a distinctive style. We recommend these hats very strongly to the ladies of Portland who want distinct styles, that are different from all others, and exclusive in every way from other hats sold. Prices

\$5.00 to \$20.00

Sole Agents for the popular Dunlop & Co. Hats.

ROBINSON & CO.
289 Washington Street
PERKINS HOTEL BLDG.

PENNSYLVANIANS GO UNINSTRUCTED

STATE DEMOCRATIC CONVENTION HELD AND ORIGINAL PROGRAM CARRIED OUT—ROOSEVELT A MENACE TO CONSTITUTIONAL GOVERNMENT AND PEACE.

(Journal Special Service.) Harrisburg, Pa., April 19.—The Democratic state convention here today is entirely under the control of the state organization. The original program agreed upon was carried out to the letter.

Samuel G. Thompson of Philadelphia was nominated as supreme court justice. Delegates will go to St. Louis uninstructed, and will vote as a unit. The platform makes no allusion to the silver question. It finds Roosevelt a menace to constitutional government and international peace. It strongly declares against the centralization of power and opposes paternalism. Reciprocity is favored and labor unions are highly commended.

CELEBRATE FRIMOSE DAY.

(Journal Special Service.) London, April 19.—Frimose day was celebrated today and the statue of Benvenuto was completely covered with wreaths of flowers.

OUR BUSINESS Men's Toggery

With a Few Selected Things for Women

The Forsythe Shirtwaist



For ladies who want something well. No two alike. Every waist shown in this year's style and is of an attractive and exclusive style not to be had in the ready-made waists sold for much more than we ask for these goods. We have them in muslin, plain white, figured white, striped and colored. Many styles and each exclusive in itself. Popular prices

\$3.75

We sell the Robinson \$3.50 Hat. Best in the world.

ROBINSON & CO.
289 Washington Street
PERKINS HOTEL BLDG.

FIGHTING BEGINS ON YALU RIVER

(Continued from Page One.)

eral months ago with the mikado's government to supply a certain number of cavalry horses from the United States. With a number of assistants he has searched the west to find the animals that are desired. In the vicinity of Portland, it is said, he proposes to purchase between 700 and 800 head, and options have been secured on a large portion of that number.

The kind that is demanded is practically the same that is used in the United States cavalry. They must be not less than 14 hands and 2 inches in height and strongly built. Cobs are preferred to the more agile but less substantial breeds, which usually demand large prices in this country.

Dr. Armstrong is a veterinary surgeon by profession, and was selected by the Japanese government to secure horses because of his long experience and knowledge of animals. He is a guest at the Portland, but left the city last night to visit other points in the state.

He declined to discuss the nature of his contract with the Japanese government, saying that if it becomes generally known among horse traders that he is here purchasing horses the price will rise so as to be prohibitive.

CHOCATE IS HONORED. Glasgow, April 19.—The University of Glasgow today conferred the degree of doctor of laws on United States Ambassador Choate.

Portland Liquid Paints

MADE AT HOME—ADAPTED TO THE CLIMATE

Our goods are not manufactured by secret formula. They are simply pure white lead, pure zinc ground in pure linseed oil, thinned ready for use, and we give you such a guarantee with every can. Our goods, considering the quality, are sold cheaper than any competitive brands sold on the coast.

Fisher, Thorsen & Co.
Everything in Paints. 160, 162, 164 Front St.

HAVE SOLUTION OF FUR MYSTERY

DETECTIVES BELIEVE THEY HAVE SUFFICIENT EVIDENCE TO CONVINCE MCGARTY AND COLEMAN OF ROBBERY OF SUMMEL'S FUR STORE.

After nearly two weeks' work running down the mystery of Portland's latest fur robbery, Detectives Kerrigan and Snow have secured evidence against Jack McGarty and James Coleman that may cause both of them to serve terms in the Oregon state penitentiary. Last night the detectives found eight of the stolen fur garments packed away in a trunk located in a room that had formerly been occupied by McGarty and Coleman. This room was in a lodging house on the corner of Fifth and Taylor streets. The arrested men have been identified by the proprietor of the lodging house as the parties who occupied the room.

McGarty was arrested at an early hour on April 14 in an alley near the Crick saloon by Detectives Kerrigan and Snow; the arrested man had a sealskin jacket in his possession at the time he was caught. Coleman was arrested at noon April 14 by Detectives Day, Snow, Weiner and Kerrigan, near the corner of Third and Jefferson streets. Municipal Judge Hogue bound McGarty over to the grand jury on \$2,000 bond; Coleman is now serving a 10-days' sentence in the city jail on a charge of drunkenness.

Mr. Rummel, from whose store the furs were stolen, this morning discovered that there were four more jackets stolen from his establishment than he first reported. This discovery was made by Mr. Rummel's finding four jackets in the trunk taken from McGarty's room that he had not known were missing. One jacket was found at McGarty's feet at the time he was arrested; eight were found in the trunk. The other missing skins are now being looked for by the detectives. It is thought that at least one of the garments was sold, as McGarty had \$90 in his pockets at the time of his arrest.

The arresting officers at first thought the Coleman was the notorious J. Williams Holmes, the California forger, who is badly wanted by the warden of San Quentin. This morning the police department received a telegram to arrest Holmes on sight, it having been learned that he was in Portland. Local officers are of the opinion that Holmes was in Portland until last Saturday, when he got wind that he might be arrested, and so left the city. Holmes was sentenced to 20 years in San Quentin, but had been released on parole; he broke his parole by leaving the state. Chief Hunt is anxious that both Holmes and the negro, Goode, the released purse snatcher be captured.

MOOD RIVER BANK.

(Washington Bureau of The Journal.) Washington, D. C., April 19.—The application of E. W. Mulkey of Portland, J. C. Althaus of St. Smith, P. S. Stanley, and W. H. Kennedy to organize the First National bank of Hood River, Or., with \$25,000 capital was approved by the comptroller of the currency today.

When you buy a 10c package of ginger, which would you rather have: 10c of good ginger, or 2c of ginger, a pinch of red pepper and 8c of some filling.

Then buy Schilling's Best.