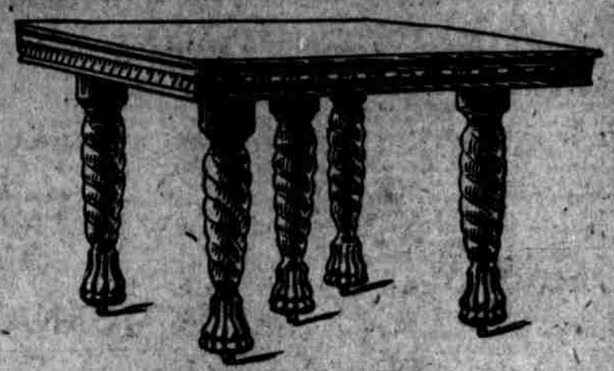
STOCK REDUCING SALE

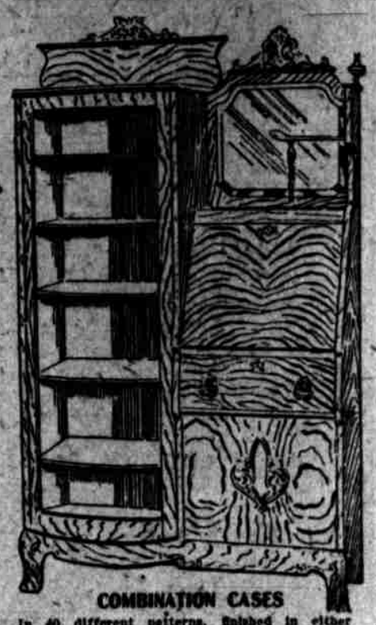
Here's a golden opportunity, truly. This store wants to step early into 1905 untrammeled by the many odd lots that are left in various corners of this Home Furnishing House. We offer at reductions the largest and most interesting stock of Furniture ever known in one sale. Space is wanted. We want to lower the stock because our stock-taking time will soon be here. Look where you like in other places, but see our offerings before you purchase. We name a few pieces today and will tell you about the others in another advertisement.

Get It at Jenning & Sons



EXTENSION TABLES

All the extension tables in this store are exceptionally well made. This one is made of quarter-sawed oak, heavy legs and sells for $22.00, but for this sale is reduced to $14.50. There isn't a handsomer one in the store.



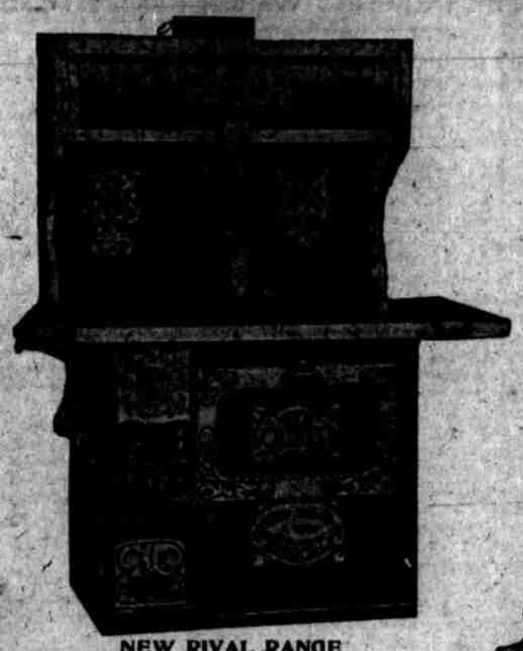
COMBINATION CASES

In 40 different patterns. Finished in either Golden Oak or Mahogany. Just the thing to give for a Christmas present. You'll pay more elsewhere. $16.50 to $100.

LIBRARY TABLES

From $4.00 up—a big assortment and all sizes. The nice-looking small one to the big, massive one. Some as high as $60, but they are exceedingly fine and could grace the library of a king.

Get It at Jenning & Sons



NEW RIVAL RANGE

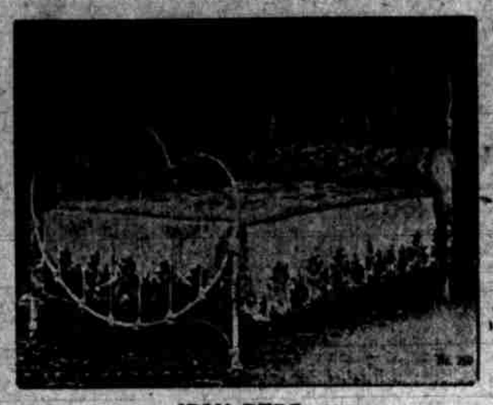
This range we will reduce during this sale to $27.50. It is equal to any $35.00 range in the city—built on free-swing plans and made of heavy planished steel.

Get It at Jenning & Sons

HEATERS

All kinds and all sizes, $2.25 to $20. We might add that our Heaters are made by the best makers in the country.

Get It at Jenning & Sons



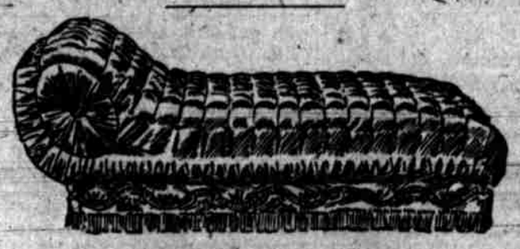
IRON BEDS

This one $12.00. It is a beauty, finely finished, well made and with heavy claw feet. We have this Bed in all combinations of colors.

LEATHER CHAIRS—Full Turkish leather, roomy and comfortable. Just the thing for Grandpa and grandma. Price $20 and up.

AUTOMATIC LEATHER MORRIS CHAIRS

This particular Chair we will sell for $22. It is finely upholstered—genuine leather. Nothing to get out of order. Moves at will. Ask to see Morris Chair No. 53.



LEATHER COUCHES

Large and handsome Leather Couches. All these couches are covered with genuine leather—will not crack or wear rough. Have finest steel springs and elegantly tufted. During this sale we will sell them 25 per cent cheaper than ever before.

THIS IS AN ELEGANT OPPORTUNITY TO PURCHASE CHRISTMAS PRESENTS. A LITTLE MONEY NOW WILL GO A GREAT WAYS.

HENRY JENNING & SONS

170-172 FIRST STREET THE HOUSEFURNISHERS

REPORT OF EXPERTS ON THE SEWER JOB

In Hardly a Single Instance Has Material Furnished or Work Done Come Up to Specifications, and Close Examination Discloses a Long List of Fatal Defects.

SAMPLES TAKEN SHOW ONLY SLIGHT TRACE CEMENT

Extra Concrete Charged for, When Amount Used Fell Far Below What Was Necessary—In Its Present Condition the Sewer Is Absolutely Unfit for Use.

The complete report of the experts who investigated the condition of Tanner creek sewer was made public for the first time yesterday, although a summary of the report covering the chief defects in the drain were published in the Journal last Sunday morning.

The report follows:

"Portland, Oregon, November 15, 1904—To the Honorable, the Mayor and Council of the City of Portland: In pursuance with your request that we make an examination of the reconstruction and repairs made by Riner & Riner, contractors on the Tanner creek sewer, from its intersection with the north line of Taylor street, extended, to the south line of Washington street, we beg to report as follows:

"The investigation was commenced on the 8th inst. and continued on the 9th, 11th, 12th and 14th. For convenience in locating the points where defective work was found, reference is made to the accompanying plans of the sewer. The initial point on station 'O' is at the junction of the repair work and reconstructed sewer designated plans 'A' and 'B' in the specifications. The length of the repair work measured 659 feet. The length of the new work measured 1,143 feet.

Inspection of New Work.

"Plan 'A'—Station 'O.'—There is a very poor connection made here with the original egg-shaped sewer. The crown of the new sewer is 10 inches lower than the crown of the old egg-shaped sewer. There are sharp corners on each side. No concrete foundation under arch walls, a half-inch iron rod 3½ feet long was thrust nearly the entire length by hand pressure under either wall.

"Station 'O'—25.—Removed stone from bottom on right side near wall and found eight inches of sand and gravel, termed 'concrete.'

"Station 'O'—75.—Removed stone from bottom on right side near wall and found eight inches of sand and gravel, termed 'concrete.'

"Station 1—85.—Manhole obstructed with pieces of board left by contractor. The manhole at station 11—29 is also obstructed with board.

Station 1—60.—Removed stone from bottom on right side near wall and found 10 inches of sand and gravel, termed "concrete."

Station 1—80.—Old one-inch iron pipe projecting four feet into the sewer at springing line on left side, catching debris. See photograph No. 1. Water leaking through crown and sides of sewer for distance of 15 feet.

Station 3—22.—Cut hole in left side, 18 inches above springing line. Found the two outside rings of brick laid dry.

Station 3—45.—Cut hole in left side one foot above springing line. Found no mortar in any of the joints. By thrusting arm through hole removed all brick within reach, forming two outer rings. These bricks were absolutely dry, no indication of mortar having been used. See photograph No. 2.

Station 3—60.—Cut hole in left side two feet above springing line. Found all brick laid dry the same as 3—45.

Station 3—70.—Removed stone from bottom on left side and found 12 inches of sand and gravel, termed "concrete."

Station 6—50.—Cut hole in crown of arch; found section two feet by one and one-half feet where brick is laid flat, only one ring two inches thick being used. The upper side of arch at this point was in contact with two 12x12-inch timbers. See figure 1.

Station 7—46.5.—This point is five feet below manhole on Sixteenth street and for a distance of 30 feet the sewer has no bottom other than the earth and a small section of the invert of the old sewer which was left on center line, as will be noticed by figure 2. The water has already washed out the earth under the left wall for a distance of eight feet. A half inch iron rod three and one half feet long could easily be thrust the entire length into the bottom and under the springing line of arch at any point. In case of any load coming upon the arch at this point it would be crushed, and at the point where earth has washed from under wall it is liable to fall at any moment. See figure 2.

Station 10—20.—At springing line on left side found space three feet long and eight inches wide, where brick is laid flat, cut hole through here and found but one brick two inches in thickness for the above length. Timbers in contact with the brick. Also cut hole five feet above this point and found but two rings of brick or a thickness of eight and one half inches. Timber in contact with brick. See figure 4.

Station 10—95.—From this point to 11—35, a distance of 40 feet, the invert of old sewer was left in place and no stone or concrete was placed under the arch walls. See photographs Nos. 3 and 4 and figure 3. Half inch rod three and one half feet long was thrust by hand pressure nearly the entire length under either wall at any point. The arch is resting directly on the earth for this distance and from all appearances the old invert was left in place from 11—35 to the end of the work, a distance of eight feet further.

Station 11.—Cut hole in crown of arch and found but two rings of brick making a thickness of eight and one half inches. 12x12 timber immediately above. See figure 5.

Materials of Construction.

Brick—In regard to the quality of the material used in construction, we find the brick a good quality of hard burned red brick, which probably has a crushing strength of not less than 4,000 pounds per square inch when tested with whole bricks.

Mortar.

Four samples of the mortar was removed and submitted to tests, showing an average tensile strength of 120 pounds per square inch. The specifications for mortar called for one part Portland cement to two parts sand, these proportions should give an average tensile strength of 170 pounds per square inch, after 60 days, which is approximately the time this mortar has set. A tensile strength of 120 pounds per square inch would indicate a proportion of one part cement and four parts sand. Several samples showed sand seams caused by imperfect mixing.

Paving Blocks.

The paving blocks used seem to be a good quality of Basalt.

Concrete.

The samples of concrete removed from the reconstructed sewer were merely compositions of sand and gravel, with barely enough cement to give it color. The samples were removed by hand without the use of any tool, and had to be placed in a bag, as the stuff had no adhesive qualities. The specifications called for a proportion of one part cement, three parts sand and five parts broken sand.

Summary of Inspection on Plan "A."

The invert or floor of about one half of the new sewer is covered with brick and mortar and other debris left by contractors to a depth of 2 to 8 inches. This obstructs the dry weather flow considerably and in case of freshet will gradually be carried down the sewer, causing more or less wear on the bottom. The shell of the sewer was pierced in 16 different points throughout its length and no earth or other backing was found, except in one instance, which was at the springing line on left side. In fact, the sewer is constructed through a tunnel of earth which is more or less supported by timbers. Settlement of the earth caused by heavy rains or breaking or decaying of the supporting timbers will without doubt destroy the shell as there is no backing at the springing line or haunches to react against strains. As these timbers are in contact with the damp earth and the cavity is filled with air leaking through the sewer, the conditions favorable to rapid decay are obvious. After a careful examination of the arch, we are of the opinion that fully 30 per cent of the transverse joints and 20 per cent of the longitudinal joints are laid without mortar. There are several places where the walls do not form a true curve, as shown by figure 6, which is the worst case found, the length being about 6 feet. Several others were noticed where the soffit of arch deviated from the true curve from 2 to 6 inches. This seems to have been caused by a careless method of constructing the invert and lower portion of arch, which was found to be from 2 to 8 inches too wide at these points. It would appear that this portion was constructed first in order to remove flume carrying water and allow it to run over the new work. At Station 7—46 and 10—95, where the arch is built on earth, a substantial foundation of concrete should be built at once, as the arch is liable to settlement at any moment. Some additional erosion was noticed under the left wall at 7—46 since the first inspection, on Nov. 9. The cavity around the sewer should be back-filled, but at this time we fail to see how it is going to be done.

Repairs, Plan "B." Station 4—65—From this point to Station 4—80, a distance of 15 feet, there is a bad crack on each side from 1 to 4 inches wide between the stone invert and brick sidewalls. It is not clear whether this crack was caused by settlement since the repairs were made or careless workmanship on repairs. There are also two bad patches in the arch as shown, and an old crack about 30 feet long in crown near Station 2. It is evident that this crack has existed for a considerable length of time. Several stone were removed from the bottom at 4—80 and found to have been laid flat with no concrete beneath and resting on the old ring of brick which was left in place. We were informed by the contractor that this was done throughout the entire length of the repair job.

Adherence to the Specifications.

The work done under plan "A" does not comply with the specifications in the following instances:

First—From 20 per cent to 30 per cent less mortar was used in brick work.

Second—The brick work does not consist of three rings throughout the sewer, as before mentioned several points were inspected where but one brick laid flat, and others where one or two bricks edgewise were found. The brick work is also quite rough in many places and numerous projections and deviations from the true line of arch were noticed.

Third—The sewer is not provided with a stone bottom or foundation under the arch for a total length of 70 feet, and in effect at these points is merely a poorly constructed brick arch over a stretch of sewage running in an earthen channel.

Fourth—The tests indicate that the proportions of cement to sand in the mortar used is 1 to 4, instead of 1 to 2.

Fifth—The concrete is far below the quality called for in specifications, and the samples taken out indicate but a trace of cement. (See sample accompanying this report, which speaks for itself.)

Under Plan "B."

First—The paving blocks were laid flat instead of edgewise, as called for in specifications.

Second—The old invert of brick was left in place and no indications could be found where concrete was used as a foundation for paving blocks.

Third—A very bad patch was made at station 6x40 near the manhole in Multnomah field.

In regard to the specifications, we are of the opinion that they are defective in the following respects:

First—It is not specified that the timbers used in constructing tunnel shall be removed and the cavity around the sewer arch be compactly filled with earth. This we consider quite a serious omission.

Second—It is not specified that the debris shall be removed from the inside of sewer.

Third—Attention is called to the ambiguity of the proportions of cement, sand and broken stone under the specification for cement concrete. The first specifications call for a proportion of one part sand to two parts broken stone, together with sufficient cement to make two thirds of a cubic yard (measured in place) to each barrel of cement. As a barrel of cement contains approximately 4.92 cubic feet and as there is 18 cubic feet in two thirds of a yard, this would indicate a proportion of approximately one part cement, one part sand and two parts broken stone. However, as these proportions are seldom used in this class of work, we assume that the proportions called for in printed specifications accompanying plans were used.

Regarding the claim of 541 yards of extra concrete used by contractor, we could see no evidence of its having been used, on the contrary, it is obvious that far less concrete was used than called for in specifications, and attention is called to the following paragraph on page 1: Excavation made in excess of the exact requirements shall be filled with concrete at the expense of the contractor, unless such excavation is ordered by the city engineer, when it shall be paid for as concrete.

Respectfully submitted,
(Signed.) J. R. CUNNINGHAM,
R. S. GREENLEAF,
P. J. FLYNN,
GEORGE KNIGHT.

ANCHORING TO ICEBERGS.

It has been found that the currents around the coast of Newfoundland make at times a wide difference in the direction of the drift of icebergs and that of the flat or pan ice, which, having no great depth, is governed in its motions by the surface currents and the winds. The icebergs, the larger part of which are submerged to a great depth, follow only the movement of the ocean water as a whole and are uninfluenced by the winds. Thus a huge iceberg may often be seen majestically maintaining its slow advance in opposition to the wind and across the general motion of the fields of flat ice surrounding it. The sealers often take advantage of this fact by mooring their vessels to an iceberg to prevent their ship drifting to leeward. The movement of these great mountains of ice is practically irresistible.

His Needless Fear.

From the Chicago Tribune.

The Man (middle aged, but well preserved)—I fear that what I am about to say may take you by surprise, but——

The Woman (same description)—Mr. Blundare, when a widower has called three times on a widow, do you imagine that anything he is likely to say will take her by surprise? But go on, please.

PROMISE OF RATE WAR TO LEWIS RIVER

Steamer Leona Goes on Run Where There Is Business for One Craft.

Late yesterday afternoon the steamer Leona was sold by the Oregon City Transportation company to Captain Newt Graham, William Marshall and Fred Brower, who will place the vessel on the run between Portland and points on the Lewis river in opposition to the steamer Mascot, operated by Jacob Kamm. It is the intention of the new owners to place the Leona in commission December 1. On the start she will land at the Oak street dock in this city.

It is generally admitted by local steamboat men that just as soon as the Leona is placed on the run named a big rate war will begin. Some go so far as to say that Jacob Kamm will issue orders for the Mascot to carry freight and passengers for nothing. Several years ago, they explain, she had opposition, but the rates were cut to such a low figure that the new company did not last long. In speaking of the matter this morning Agent Harrison, who looks after the interests of the Mascot, said:

"There will be 'something doing' just as soon as the opposition boat goes out on her first trip. Everyone knows that there is not a sufficient amount of business on the Mascot's run to justify an additional boat being placed on the same route. A rate war will surely follow, and it will be a warm one as long as it lasts."

INSPECTING NEW SHIPS.

F. A. Ballin Looks Into Work Being Done on the Lionel's Landings.

F. A. Ballin, the marine architect, is spending his Thanksgiving by making an inspection of the new slips which are being built at the landings down the river for the Lionel R. Webster, the new Lower Albina ferryboat. He intends to make sure that there will be no scandal arising from a faulty construction of the slips, as has been the case with the Tanner creek sewer business. At any rate he declares that it will be no fault of his if anything should be found wrong with the work. Until the landing places are made ready for her the Webster will continue to ply between Vancouver and the peninsula.

ALONG THE WATER FRONT.

Steamer Alliance is expected to reach Portland tonight from San Francisco and way ports. Yesterday at noon she sailed from Coos bay, where she had been barbound for five days.

No work is being done in the harbor today with the exception of on the steamers Redondo and Leggett and the schooner Honolulu. They are being supplied with cargo, their agents wanting to give them quick dispatch. The men engaged at the work are being paid at the rate of time and a half for their labor.

Until the river gets at a higher stage the steamer of the Oregon City Transportation company will stay that she leaves of the line will not run to Corvallis, as had been intended. They will only go as far as Corvallis. It is said that the steamer Oregons had a very difficult time getting up to Corvallis yesterday. The river fell at that point nearly two feet.

MARINE NOTES.

Astoria, Nov. 24.—Arrived at 7 a. m., steamer Alliance, from San Francisco.

Arrived down at 7 a. m., schooner Muriel.

Outside at 10 a. m., four-masted topsail schooner.

Sailed at 10:45, three-masted schooner.

Sailed at 11:15, schooner Muriel, for San Pedro.

Condition of the bar at 8 a. m., smooth. Wind east, weather cloudy.

Towing in at 12 noon, a four-masted bark and a four-masted schooner.

Astoria, Nov. 22.—Arrived in at 4 p. m., steamer Elmore, from Tillamook.

Arrived at 4:15 p. m., schooner Webfoot, dismasted and waterlogged, while en route from Coos bay to San Francisco.

BARONESS HIRSCH HURT AT RIOTS IN WARSAW

(Journal Special Service.)

Berlin, Nov. 24.—That the recent riots in Warsaw were more serious than at first reported and numbered among their victims some of the most prominent residents of the city is shown by advices which reached here today.

Dr. Frankenstein, an aged and widely known physician, was struck by a bullet and seriously wounded as he entered his home from assisting in caring for the wounded.

Dr. Frankenkies, a surgeon, was instantly killed by a shot and Baroness Hirsch was shot and seriously wounded while driving in a carriage past a group of rioters which had collected on a street corner.

The situation is still extremely perilous and fraught with possibilities of wholesale bloodshed. More rioting is expected Sunday, when a local celebration is due which affords ample opportunity for a display of discontent and the collecting of malcontents.

The workmen are said to have in their possession 8,000 revolvers, with which they can do great execution in case the fighting becomes an open warfare. These have been secreted despite the utmost efforts of the authorities to disarm known disturbers.

One phase of the situation that makes the work of suppression difficult is that the prisons are already filled and can no longer accommodate prisoners who are being brought in hourly. The police now arrest men and use this as a pretext for searching and disarming them, after which they are given warning not to appear on the streets within certain time limits and sent to their homes under arrest.

Making Progress.

DeLong—"I understand you are trying to pay your debts."

Shortleigh—"Yes, that's right."

DeLong—"Are you making any headway?"

Shortleigh—"Well, I owed my tailor $100 when I started in, and I have paid him $50 on account."