

EAST SIDE TRIES TO FORCE DEPOT FROM SOUTHERN PACIFIC

Citizens Threaten to Make Company Give Up Streets Granted Under Promise of Station.

MASS MEETING WILL CONSIDER QUESTION

Representatives of Every East Side Suburb and a Dozen Push Clubs Expected to Unite in Fight for What They Claim.

The east side office of The Journal is in the room of J. G. Miller, 300 Commercial street. Telephone East 378.

A special committee of the East Side Improvement league has issued a call for a mass meeting to consider the depot question. The representatives of every east side suburb will gather to listen to the committee's report and to plan a campaign for an east side Southern Pacific station that will be backed by every one of the dozen push clubs of the big district and by the 4,000 business men who daily send or receive freight and express over the company's lines.

The meeting will be held at the rooms of the east side justice court, East Washington and Union avenue, Thursday afternoon at 3 o'clock, and every suburb will be represented. Chairman Joseph Buchtel of the special committee is sending a call to the business men of every suburb and east side district asking that they be present or see that their locality is represented, and letters have been sent out to either the local commercial organization or business men of Sellwood, Sunnyside, Montaville, Mount Tabor, Highland, Piedmont, Central Albina, Multnomah, University Park, Forestmouth, St. Johns and the central east side district.

"There are more than 20,000 people in this big district directly interested in the fight," said Mr. Buchtel yesterday, "and from the work already done we are sure they are with us to the last man. We think the time has come to start a well organized campaign for our rights and if we cannot do this we must give the west side will be asked to aid."

"By investigation we have discovered that under an old franchise the company was obliged to erect and maintain an east side depot somewhere south of Sullivan's gulch, and the courts will be asked to decide whether or not the company shall keep its agreement. To make such a fight requires money and a thorough organization; both of these will be secured when the various organizations of the east side are united and when the thousands of business men discover that there is a chance to secure the depot they so greatly need."

"We have discovered also that many of the streets the company is using on this side of the river were vacated on the condition that the company build a depot and do other things which have not been done. We also believe many of the streets the company is using are not really its own, but were merely taken because no objection was raised. These things will be brought to the attention of the court and the fight kept up until we gain what we asked the company for months ago, and which it curiously denied us."

The stand taken by Mr. Buchtel is the one taken by the other business men of the central organization and one which every man who signed the petition for a depot regards as the only way out of the difficulty. Practically every business

house in the central district signed the petition for an east side freight and passenger station, including the Standard Oil company, which does a large shipping business from that side of the river.

CONDEMNNS WATER PLANT.

St. Johns Council Decides That New System Must Be Erected at Once.

It was a whirlwind session the St. Johns council held last night and the water problem was settled in the off-hand fashion the town usually takes when disposing of big things. It was decided by the councilmen that the present water system had not given good service and that it could not with its equipment give adequate service to the growing town; that the present company had not lived up to its franchise—arguing that it had no franchise.

After settling these matters to its satisfaction, the council took a long breath and decided to appoint a board of public works that should have power to build a plant of sufficient size to supply the town, and that it do so at once. Another breath was taken, and then the present water committee and two additional members were made into the new board of public works, the additional members of the board to be appointed by the mayor. Then the council rested.

Though much a speedy and spectacular settling of the question was not anticipated, it was known that the city council would favor the erection of a new plant and the owning of this plant by the city, the local controversy to be avoided by giving the contract to private parties and afterward buying the plant with municipal bonds, when the present charter is so modified as to make this feasible.

Just this will be done, the preliminary steps having been taken at the meeting last night. An offer was made by an eastern capitalist to build the system under the approval of the board of public works, the plan to be one sufficient to supply a city of 15,000 population, to cost about \$100,000, and to be bonded by the private company erecting it, the town taking over the plant when its own bond issue is made.

This plan will be considered at an adjourned meeting of the council, when the board of works will begin its labors.

NEIGHBORS BUILD HOME.

Relief Given Aged Woman Camping Out in the Storms With Two Children.

Residents of Multnomah and Patton's second addition are raising money to build a house for a homeless woman with two children. The woman has been camping on a vacant lot near Albia avenue on Emerson street for some months. Where she came from has not been discovered, all that is known is her being that she came in a night, pitched a small cheesecloth tent on a brush-covered lot, set up a rusty cook-stove and the open and staked out on the commons a lean and disheveled cow. The woman is a German, of few words, and is imbued with a spirit of independence that makes her refuse all assistance.

Women who have been curious visited the tent and found a bed of leaves for the woman and her two children, a few apples piled in a corner of the shelter, which formed the food supply, and one pot and a few pans for household equipment. A subscription is being taken up to purchase lumber for a small house and the men of the neighborhood will spend their evening hours building it. The woman is too young to help her children are too young to help her. It is feared that unless some better shelter is afforded the entire family will perish of pneumonia, as every rain drives through the flimsy tent.

THE STORK BRINGS JOY

To the household but few about the village has been joyful during the weeks and



months preceding the advent.

Too many mothers find it a time of fearful anxiety because of the knowledge that they are all doing for the child. They have allowed weakness, pains and drains to accumulate till the health is completely undermined and they are "more than discouraged," and all because they are misled by well-meaning friends or mistreated by an inefficient doctor.

To all such here is the news that there is a remedy that will heal and not hurt. It was discovered by a noted physician, Dr. Pierce, who searched Nature's laboratory—the earth, for the remedial agents so liberally provided therein. He took Lady's Slipper root, Black Cohosh root, Unicorn root, Blue Cohosh root, Golden Seal root, and by extracting, combining and preserving, without the use of alcohol, the glyceric extracts of these natural remedies he has given to the world Dr. PIERCE'S FAVORITE PRESCRIPTION, which has to its credit the enviable and unparalleled record of more than a half-million of cures in the last forty years.

Only those who have given Dr. Pierce's Favorite Prescription a trial can appreciate what a boon it is to suffering women. "I was ill from female weakness until life was a burden to me. I had distressing bearing-down pains so I could scarcely walk, and my nerves were very dependent, weak, and utterly wrecked. My physician gave me treatments but without success, and later remedies but obtained no relief until I began to take Dr. Pierce's Favorite Prescription. I began to improve at once, and in four months' time was as well and strong as ever."

Constipation cured by Doctor Pierce's Pleasant Pellets.

You Can Enter the Cecilian Contest Today

With an equal chance of winning against the person who began a month ago. In order to give many of the contestants who were working a little more time the closing date was extended to October 28th. This will give you a week—seven whole days—while four or five evenings are an abundance. Get to work on it at once.

Send us the "five reasons" and mail a copy to each of the ten business men you select. The best list of reasons, according to the decision of the judges, takes the Cecilian.

Do not lose sight of the fact that the Cecilian is by far the best piano player on the market. It is justly styled the Perfect Piano Player and is an instrument that multiplies many times the value of your piano.

You can try the Cecilian yourself at any time at the

MANUFACTURER'S PIANO CO.

350 Alder Street

FOR INFORMATION ON THE CONTEST CALL THE JOURNAL, PHONE 500.

ALONG THE WATERFRONT.

Steamer Jessie Harkins was taken up to the Portland shipyards yesterday afternoon to be given an overhauling. On account of low water the boats operated by the Oregon City Transportation company are unable to get up the river any further than Independence.

Advices to the Merchants' Exchange state that the British steamship, Abercrombie sailed for Portland on September 30, which would indicate that she is nearing the Columbia river. (The steamer is under charter to Mitsui & Co. to transport grain and flour to Japan.)

The German ship, Christel, lumber-laden from Portland, arrived at Cape Town on Sunday. She sailed from here on June 29.

The American ship, Henry Villard, arrived at noon from Honolulu, coming in ballast. She will receive a cargo of lumber at the Portland mill for Manila. Lightship No. 47 has been ordered to proceed from her station at Umatilla reef to take the place of No. 46, which went aground near the mouth of the Columbia. The latter was floated yesterday afternoon and probably will be brought to Portland and placed on the drydock for repairs.

At a meeting of the directors of the Clatskanie Transportation company yesterday afternoon Captain J. W. Shaver was elected president; Captain O. W. Hosford, vice-president; D. C. O'Reilly, secretary and treasurer.

J. H. Roberts, who has been awarded the contract for raising the lighthouse tender, is getting together a wrecking outfit, which will be taken to the scene of the accident tomorrow on the government barge B. The latter will be towed down the river by the steamer Glensla.

With a small shipment of general merchandise and 22 passengers, the steamer Cascade arrived last night from San Francisco.

COULSDON LEAVES.

Sails for Japan With Valuable Cargo and May Return.

Laden with 5,600 tons of flour and grain valued at close to \$200,000, the British steamer, Coulsdon, Captain Henry, left today this morning shortly after daylight bound for Japan. The cargo is being shipped by Mitsui & Co.

Before leaving, the officers of the Coulsdon said that it is altogether probable that the steamer will be sent back to Portland immediately after her cargo has been delivered on the other side of the Pacific. While she has not yet been chartered, it was declared, a strong intimation has been made that she would again be sent back here by the Japanese firm that has her engaged for this trip.

While lying at the dock the Coulsdon was drawing 2 1/2 feet of water, less by seven inches than the draft of the Imaum, which made a record-breaking trip from Portland to the sea the latter part of last week. It is probable that she will cross the bar this afternoon.

MARINE NOTES.

Astoria, Oct. 17.—Arrived down at midnight, steamer Asuncion. Arrived down at 8 a. m., steamer Homer. Arrived at 7:30 and left up at 9 a. m., steamer Costa Rica, from San Francisco. Sailed at 11 a. m., steamers Homer and Asuncion, for San Francisco. Arrived at 11 a. m., a four-masted schooner, from San Francisco.

St. Helens, Oct. 17.—Passed at 7:45 a. m., American ship Henry Villard.

Astoria, Oct. 16.—Left up at 1:50 p. m., American ship Henry Villard. Sailed at 3 p. m., steamer Eureka, for San Francisco. Arrived at 3:20 and left at 6 p. m., steamer Despatch, from San Francisco.

Meil, Sept. 30.—Sailed, British steamer Abercrombie, for Portland.

San Francisco, Oct. 16.—Sailed at 7 p. m., steamer Northland, for Portland.

Astoria, Oct. 17.—Condition of the bar at 8 a. m., rough; wind northwest; weather cloudy.

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San Pedro, Oct. 18.—Arrived, steamer Wasp, schooner Kona and bark Star of Bengal, from Portland.

San Francisco, Oct. 17.—Arrived off the port at noon and ordered to Portland, French bark Cambronne.

TRAVEL STILL HEAVY.

Returning Californians Crowd Vessels Bound for San Francisco.

Notwithstanding the fact that the fair has just closed there is no falling off in the travel to San Francisco by the water route. Every berth was disposed of on the steamer Columbia this morning, although she is not scheduled to sail for the south until October 23, nearly a week hence. The steamer Costa Rica, chartered by the San Francisco & Portland Steamship company to take the place of the St. Paul temporarily, will arrive late this afternoon and all her passenger space was booked several days ago. The steamer Homer, operated by the same company, went out last night with 40 passengers. All she could accommodate, and nearly 100 people who were anxious to make the trip on her had to be turned away. One reason for the rush just now is that many Californians, who were here during the closing days of the fair, are anxious to return home.

DESPATCH ARRIVES.

Unloads at Stella a Great Amount of Log Chains.

Shortly after noon today the steamer Despatch reached the harbor from San Francisco with a general cargo, which is being discharged at the Couch street dock. The vessel stopped at Stella this morning and unloaded 130 tons of log chains consigned to the Robertson-Raft company. It is the biggest single shipment of chain that has been brought to the Columbia river in years. The steamer also has on board a new set of sails for the schooner Oakland, which is at Vancouver receiving a cargo of lumber for the Bay city.

OCEANO NEARLY READY.

Expected Vessel Will Be Lowered to Drydock Tomorrow Morning.

So far as now known the repair work to the British steamship Oceano will be completed this evening and the vessel will be lowered from the drydock in the morning. The repairs to the craft are being made by the Willamette Iron and Steel works and of late mechanics have been employed on the job day and night. The contract was first awarded

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Dock Foot of Oak Street Round trip every day but Friday, leaving at 8:30 o'clock a. m. Sundays at 9 o'clock a. m.

GALE WILL FINISH THE ST. PAUL

Captain Dickson Reports That She Is Certain to Be Smashed to Bits.

BEACHCOMBERS IN CAMP ON THE SHORE

Waiting for Her to Be Driven in, in Hope of Getting Part of Her Cargo—Oil Carrier Whittier Has a Squally Trip.

When the first southeast gale comes along the steamer, St. Paul will be driven ashore and broken to pieces on the rocks, says Captain Dickson of the oilcarrier Whittier, which reached port this morning from San Francisco.

The Whittier passed within 300 yards of the St. Paul, which is hanging off the rocks near Point Gorda, where she was wrecked two weeks ago. Captain Dickson secured an excellent view of the wrecked vessel and says it is only a question of time when she will be blown ashore by the strong winds which sweep the coast.

She is lying badly to starboard and

NO SUBSTITUTE

has yet been found for cod liver oil. There are so-called extracts, wines and cordials of cod liver oil that are said to contain the active principles but not the oil itself. This is absurd on its face. You might as well extract the active principles of wheat and make bread with them. The best form of cod liver oil, that can be digested and assimilated most easily, is Scott's Emulsion.

SCOTT'S EMULSION, 25 West Broadway, New York

flooded almost up to the main deck. Beachcombers have pitched tents on the shore and are waiting for the vessel to drift in so that they will be able to get at the freight.

"There must be 50 people on the shore watching the steamer," said the skipper. "They came from nearby towns and evidently intend to remain until they have secured a good part of the cargo. All the freight is badly damaged and unless picked up as soon as the ship strikes the shore it will be washed out to sea."

Squalls on the Coast.

From Crescent City to the mouth of the Columbia river the Whittier encountered squally weather which at times developed into a hurricane. Seas washed over her decks, but as all portable articles had been put in a safe place, nothing was lost overboard.

She brought 10,600 gallons of fuel oil, half of which is being discharged at the Port of Everett street. The rest of the cargo will be piped into the oil tank at Fortmouth. If the work is completed in time the steamer will put to sea tonight.

WILL CARRY MIXED CARGO.

British Ship Carradale to Load With Wheat, Barley and Flour.

As soon as her ballast has been discharged at the Banfield dock, the British ship Carradale will begin taking on a cargo of wheat, barley and flour for the United Kingdom. It is decided to depart from the ordinary run of after Portland to San Francisco. She is loaded with a mixed cargo of that sort.

The Carradale reached the harbor last Friday from Honolulu, coming in ballast in search of business. Shortly after her arrival she was chartered by the Portland Flouring Mills. All who have seen her pronounce her to be one of the cleanest and finest looking sailing vessels to reach port this season. She is in command of Captain Gill, who was here 18 years ago as master of the British ship Dunearn. This is his first trip in the Carradale, he having come from London to New York to take charge of her less than a year ago.

BIG TRAMP COMING.

Steamship Algona May Break World's Record for Flour Again.

By the last of the week the British steamship Algona is expected to reach Portland from San Francisco. She is under charter to the Portland & Astoria Steamship company to load for Japan, and officers of the line say she is scheduled to sail from the Bay city for the Columbia river this afternoon. With her arrival, two of the largest tramp steamers afloat will be in the harbor. The other is the Knight Errant, which is receiving a cargo at the flour mills for the far east.

The aggregate carrying capacity of these two vessels approximates 25,000 tons, as much as four ordinary freighters are capable of handling. There is not more than 15 tons difference in their size. The Knight Errant has had on

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GREAT NORTHERN LOSES RIGHT-OF-WAY LAWSUIT

(Journal Special Service.)

Olympia, Wash., Oct. 17.—The supreme court yesterday made a ruling that will have an important bearing on many right of way conflicts in the Spokane case where the Great Northern has been seeking to condemn a way through the terminal grounds of the Spokane & International, over which the Canadian road will reach Spokane. The court while admitting the right of one railroad company to condemn the property of another, prohibits the condemnation if it is seriously deleterious to the opposing company, as was held to be the case in the Spokane instance.

Hyle Returns to Seattle. (Journal Special Service.)

New York, Oct. 17.—James Hyle Hyde arrived in this city this morning to give testimony before the investigating committee when

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