

ST. JOHNS WANTS OWL CARS

City Council Adopts Resolutions Commending Efforts of The Journal to Secure an All-Night Car Service for the Public

That the demand for an all-night streetcar service over a sufficient number of lines to adequately cover the city is not of a spasmodic or after-the-fact character is demonstrated by action taken last night by the St. Johns city council. This body in regular session assembled adopted resolutions endorsing the movement to serve the public and declared that owl cars would be an appreciable benefit to St. Johns people.

Less than two months ago the East Side Improvement association passed resolutions calling for an all-night streetcar service. Its example was immediately followed by the improvement clubs of Mount Tabor, Montaville and East Twenty-eighth street, the Brooklyn Republican club, the Montaville board of trade, and the St. Johns chamber of commerce. The Journal interviewed representative business men and property holders of every section of the city and with only one or two exceptions these men expressed themselves as heartily in favor of the owl cars. Owl car coupons were secured and about 1,700 signatures were secured requesting the Portland Railway, Light & Power company to put on an owl service.

These signatures were presented to

Manager Fuller of the streetcar company four weeks ago today. During this four weeks the various public and semi-public bodies which interested themselves in the matter have continuously waited for some action to be taken but in vain. To the letter of the Journal setting forth the facts in the campaign for owl service Manager Fuller has deigned no reply, the only satisfaction so far obtained being nothing more than a bare statement that the matter would be considered.

The people of St. Johns are tired waiting and that city council passed resolutions last night. The various other bodies which took action on the matter before are now preparing to bring up the question again and it is not at all unlikely that a public mass meeting will be called. The St. Johns resolutions are as follows:

"Be it resolved by the city council of the city of St. Johns, at its regular meeting held this 24th day of August, 1908, that the efforts of The Portland Journal to secure an owl service for all streetcar lines running to the outskirts of the city are well directed and in the sense of the council that owl cars from Portland to St. Johns would be a benefit to the many who might otherwise be forced to remain away from home."

WALKS ON SAWDUST INTO BOILING WATER; IS BADLY SCALDED

Fletcher Linn, president of the Oregon Furniture Manufacturing company, is prostrated at his home as a result of a singular accident. His legs from the knees down are terribly scalded and he will carry the scars for the remainder of his life.

While walking about in the millyard Monday afternoon he stepped into a deep hole that was full to the level of the ground with boiling hot water that had just been drawn off from the steam

plant. The surface of the water was covered with floating sawdust and had no appearance of what was underneath. Mr. Linn, attempting to walk over the sawdust, sank nearly to his knees in the concealed scalding. Great blisters arose on his legs. In an attempt that was immediately made to remove his shoes a large quantity of skin was rubbed off. He was removed to his home, where he has since been under the care of a physician.

WALDORF ASTOR TO BE MADE PEER FOR HIS SON'S HEROISM

(Journal Special Service.) London, Aug. 28.—It is rumored that William Waldorf Astor will soon receive a title. According to current gossip this is his chief ambition, but has not been attained because of King Edward's inability to appreciate Astor's qualifications for a handle to his name, despite his enormous contributions to British charities.

Astor is indebted to his second son, John Jacob, for his opportunity. A few weeks ago this son, who is a subaltern in the Life Guards, rescued one of his

troopers, who was drowning in the Thames. The king expressed his appreciation of the young American's courage and presence of mind. He also personally asked the war office to make permanent young Astor's lieutenantcy, which was only probationary and is reported to have failed subsequently that he would make his father a baron.

It is generally known that the real object of Mr. Astor's becoming a British citizen and renouncing allegiance to his native country was to prepare himself for the long-coveted honor.

WISE POLICE PATROL HORSE PROMOTED FOR GOOD SERVICE

That the shake-up in the police department was not confined solely to the detective branch of the service is evidenced by the promotion of Fred, the intelligent equine who has been a familiar figure to the public as one of the patrol-wagon horses for over 10 years. For his faithful and conscientious service Fred has been detailed to draw the buggy of Fred Gifford, superintendent of the fire and police telegraph service, which does not entail such strenuous and tiresome labor as pulling the cumbersome Grimschacher hotel bus.

Two new bay horses have been purchased by the city and are now being instructed in their duties by the patrol drivers. Fred was compelled to relinquish his stall to one of the new animals this morning, and as he left the stable to take up his new duties he was the picture of despair.

Many are the stories that are told

of the remarkable intelligence of the animal. During his many years of experience he had learned the location of the various patrol boxes throughout the city; all that was necessary was to strike the number of the box on the gong in the stable and Fred needed no guiding rein to direct him to the call. At meal hours he would open the slide of the grain box with his teeth, and when the trough was filled with a sufficient quantity of oats would shut off the supply.

The animal has a violent hatred for the apparatus and members of the fire department, due to a collision with truck No. 1 several years ago. At that time the patrol, in responding to a fire alarm, was struck by the hook-and-ladder truck, and Captain Moore, who was riding in the wagon, was seriously injured. Since then Fred has had a dislike for anything pertaining to the fire-fighting branch of the municipality.

MORE SHIPS COMING HERE THAN GOING TO SEATTLE

Nearly Twice as Many Vessels En Route to Columbia as Are En Route to Sound.

Portland has nearly twice as many vessels en route from foreign ports as the number heading for ports on Puget sound, while at the same time the tonnage in the harbor here is larger than that in port on the sound by more than

1,000 tons registry. There are now 41 vessels on the list as coming to this port and a number of them are close at hand to arrive. A remarkable feature, too, is the fact that nearly all of these vessels are bringing cargoes, whereas in former years more than half of the en route fleet of sailing vessels used to come in ballast to carry away wheat.

Of the 41 vessels now listed for this port only two or three are known to come in ballast. These are the British ship Allerton, which left Iquique July 27; the British bark Galena, from Junin, and the British bark Iverna, from Acapulco. The Iverna was reported this morning as coming here seeking but she will in all probability be chartered for wheat before putting in her appearance off the mouth of the Columbia river.

Half-Ft. Cylinders 50c
Gold-Moulded X. P. Cylinders - 25c
10-in. Disc - 60c
12-in. Disc - \$1.00

Catalogue of 75,000 in stock. Outfits, \$1.00 down and \$1.00 per week up.

Written guarantee with every outfit signed by manufacturer.

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That's All!

We have received a new shipment of our great Sewing Machine, and renew the offer to place one in your home on the payment of One Dollar—then 50 cents a week

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LADIES, PREPARE TO DO YOUR FALL SEWING NOW. We give free instruction. Anybody can quickly learn to operate these machines.

The Free Attachments are positively the most simple and BEST made—You should see them

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The Anti-Trust Machine

All the Finest Attachments FREE With Each Machine

DON'T BELIEVE IN WORKING CARGO

Deckhands of Steamer Joseph Kellogg Quit When Steamer Reaches Port.

GREEN HANDS ACCEPT POSITIONS LEFT OPEN

Steamer Brings First Cargo of Wheat From Lyle Since Opening of Crop Season—Will Carry Sheep on Next Trip to This Port.

Telephone Box at Foot of Stark Street Robbed During the Night.

Waterfront thieves are again at work.

British Steamer Vermont Expected in Harbor This Evening.

Will Finish Cargo Here.

Attending the Regatta.

Along the Waterfront.

Lumber Carrier Arrives.

Tale Like Those of Old.

Survivors From British Ship Pitecaira Islands Endure Awful Hardships.

British ship Pitecaira Islands, which was burned at sea May 3 en route from Wellington for London with a cargo of tow and wool.

After 14 days' intense privation and hardship the master, through skillful management and seamanship eventually reached Maullin, where the boat was towed ashore by a whale boat which put out from Maullin. On their arrival on shore they were carried to various houses, the master and crew being too weak and suffering from frozen feet to do anything for themselves. At Maullin they were received with the greatest hospitality, everything possible being done for them by the inhabitants to alleviate their sufferings. After a few days at Maullin the master and his crew proceeded to Ancud, and from there took passage to Valparaiso. It is to be regretted that the cabin-boy, W. Kearns, died from exhaustion the day before the boat arrived at Maullin, and had to be buried at sea. The steward and cook, W. Laundon, had to be left in hospital at Ancud, being too ill to proceed to Valparaiso. Seven men on their arrival at Valparaiso had to be sent to the British hospital suffering from frozen feet and gangrene.

Telephone Box at Foot of Stark Street Robbed During the Night.

Waterfront thieves are again at work. For the second time in about three weeks they broke open the telephone box at Stark street, and rifled it of its contents. A few nickles were strewn on the floor in the booth this morning, so it appears that the thieves worked in the dark. That the work was performed by experts is evident from the fact that the box shows no marks indicating how it was opened. Watchman F. B. Colville, who sleeps in one of the telephones at Stark street, did not hear the thieves, although he has been on the alert for their kind for some time and is the man responsible for the identification of the gang of waterfront thieves recently placed under arrest by the police.

Will Finish Cargo Here.

British Steamer Vermont Expected in Harbor This Evening.

Captain Haynes, master of the British steamer Vermont, came up from Linnton yesterday to arrange for receiving some cargo at the mill of the North Pacific Lumber company. The Vermont is now at Linnton but will likely steam up the river this afternoon. The Vermont will finish her cargo here, the steamer carrying 2,300,000 feet, the cargo being furnished by J. J. Moore & Co., to which concern the steamer is under time charter. The Vermont will probably return to this port for another lumber cargo immediately after delivering the one now being placed on board.

Attending the Regatta.

Italian Cruiser Dogali Will Not Reach Portland Until Saturday.

The Astorians who are now enjoying their big annual time, the regatta, persuaded the commander of the Italian cruiser Dogali to keep his vessel there during the life of the festivities and for that reason she will not reach Portland until Saturday afternoon.

The Dogali will probably remain only a couple of days in Portland in view of her delay at Astoria. She is expected to prove quite an attraction in the harbor Sunday, however, if permission for the admittance of visitors is granted on that day.

Along the Waterfront.

The steamer Kilburn, Captain Merriam, arrived from San Francisco via Eureka and Coos bay last night, bringing a full cargo and 74 passengers. She encountered fair weather all the way from the Bay City. She is scheduled to sail tomorrow night.

The San Francisco liner Costa Rica arrived at Alsworth wharf at noon today bringing a full cargo of freight. The steamer Baracouta of the same line, shifted to the flour mills to finish her cargo and will sail tonight after having cooled at the bunkers.

The Italian bark Erasmo left on this morning in tow of the steamer Harvest Queen. She goes to Genoa, Italy, with a cargo of lumber. The schooner Prosper will be the next vessel to leave down. She finished loading lumber at Vancouver this morning.

The Oregon Canoe club's cruise to Magoon park has been postponed till

Lumber Carrier Arrives.

Norwegian Steamer Norman Isles Will Be in Harbor Tomorrow.

The Norwegian steamer Norman Isles arrived at Astoria late last night from Antwerp via San Francisco and Seattle and is expected to reach the harbor late this evening. She comes under charter to the Pacific Export Lumber company to load lumber for China and will go to the mills of Inman, Poulsen & Co. to receive her cargo.

The Norman Isles would have been here this morning but for the fact that she reached the bar too late during the night to make connections with the quarantine station and so had to await daylight. She comes in command of Captain Sannes, who was here several years ago as master of a Norwegian sailing vessel. The Norman Isles was here a couple of years ago with a cargo of railroad iron for the Southern Pacific company and sailed with a cargo of lumber. She carries about 3,500,000 feet.

Tale Like Those of Old.

Survivors From British Ship Pitecaira Islands Endure Awful Hardships.

Every now and then one of the old-time tales of hardships and privation with narrow escape from terrible death by starvation drifts in from the sea. One of the latest and one that compares well with the old historical ones that have been told and retold in marine circles is the account recently brought to England by the survivors from the

CASTORIA For Infants and Children

The Kind You Have Always Bought

Bears the Signature of Dr. J. C. Watson

MAINE NOTES.

ASTORIA READY

KAISER'S GRANDSON IS CHRISTENED TODAY

THINKS KAISER ABLEST MAN IN ALL OF EUROPE

STEEL TRUST MAGNATE PREDICTS DISASTER TO AMERICA UNLESS TRUSTS ARE FAVORED.

WILL TRANSFER ALL PASSENGERS AT SLIDE

Monday, September 3. It was to take place next Sunday.

The British steamer Franklyn was chartered yesterday to carry a cargo of cement from Malmo, Sweden, to San Francisco. She will probably come north after discharging the cargo.

The steam schooner Thomas Wand is loading lumber at the mills at Flavel and will not come to Portland this trip.

MAINE NOTES.

Astoria, Aug. 28.—Left up at 3 a. m. steamer Costa Rica.

Point: Lobos, Aug. 28.—Passed, schooner Monterey in tow of tug Defiance, from Portland.

Monterey, Aug. 28.—Sailed, steamer Argyle, for Portland.

Astoria, Aug. 28.—Arrived down at 3:50 and sailed at 5 p. m. German steamer Numantia, for Hongkong and west ports; arrived at 5:40 p. m. Norwegian steamer Norman Isles, from Seattle; arrived at 7 p. m. Italian cruiser Dogali, from San Francisco; arrived at 9:40 p. m., steamer Costa Rica, from San Francisco.

Astoria, Aug. 28.—Sailed, German ship Arthur Fieger, for Portland.

Astoria, Aug. 28.—Condition of the bar at 3 a. m. obscured; wind northwest, weather, dense fog.

ASTORIA READY

(Continued from Page One.)

greyhounds presented to Ed Cummins, a local saloonman, by Eddie Graney, the famous fistic authority and referee.

The marine and land parades will be impressive events. Queen Esther and Admiral Koestner with staff and attendants will both take part. Governor Chamberlain will also be present.

The regatta committee this year consists of R. M. Leather, chairman; Herman Wise, vice-chairman; R. E. Smith, secretary and Albert Dunbar, treasurer. N. Troyer acted as chairman of the water sports and Chester Fox of the land sports committees. These gentlemen have been untiring in their efforts to which are due the general excellence of the program prepared.

KAISER'S GRANDSON IS CHRISTENED TODAY

(Journal Special Service.) Berlin, Aug. 28.—The son of the Crown Prince William Frederick and the Princess Cecilia (who was born July 4 last) was christened in the private chapel of the royal palace today in the presence of a large and distinguished gathering of royalty and court functionaries. Among those represented in person or by proxy were the rulers of Great Britain, Austria, Russia and Italy.

THINKS KAISER ABLEST MAN IN ALL OF EUROPE

(Journal Special Service.) London, Aug. 28.—"Emperor William is the ablest man in all Europe, barring none," said Colonel John Lambert of the American Steel Wire company. "I have traveled over the Kaiser's country thoroughly and believe he has done more for Germany agriculturally, industrially, commercially and politically than all his predecessors put together."

"Germany is our most formidable

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commercial rival and will hopefully beat us unless the ignorant enmity of our people to the trusts, railways and capital in general is dissipated.

"England is the only free trade country in Europe and it will come to protection or go out of business. Socialism, wherever practiced in Europe, is a failure. The government-owned railways are so far behind the times they would not be tolerated in America, where railway travel has reached the topmost height of comfort and luxury."

WILL TRANSFER ALL PASSENGERS AT SLIDE

(Special Dispatch to The Journal.) Ashland, Or., Aug. 28.—Another slide at Cantara, just this side of Shasta, early yesterday morning, will obstruct the road, blocking all trains for two days. Passengers and baggage will be able to transfer today.

YOU WOULDN'T CALL FOR A BROADAX AT A MILLINERY STORE, NOR FOR RIBBON AT A HAYMARKET!

Are genuine Oriental Productions, woven by hand by Oriental experts, and our guarantee goes with every sale. Just now we are engaged in a

OUR ORIENTAL RUGS GREAT REMOVAL SALE!

And in the price reductions are all rugs in the house, big and little, expensive and inexpensive, and in every size and color. We are giving the people an opportunity to supply their wants at little more than usual carpet figures, so that now persons of most moderate means may have these delightful and fascinating treasures in their homes. Our sales of the past week have exceeded those of any previous month in the history of rug selling in Portland. And there seems to be no cessation in the demand. We have been busy from morning till night and the greatest satisfaction of it all is that we are giving to people who have known us ever since we located in Portland five years ago, and many of them bought from us a dozen times. But they never bought at such little prices as we are selling them now, and never again will buy at these figures.

This is Our First Great Reduction Sale, and We're Making it a Hummer from First to Last

Remember, we are our own importers. We do not buy from second hands. We were born and raised where these rugs are made, and of course know their history from first to last. Those, therefore, who buy from us may always rely upon getting the REAL, THE PURE, THE HONEST fabric for the price they pay.

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