

# EAST SIDE GROWS DURING MONTH

### Building Permit Record Shows How District Beyond River is Progressing.

## HANDSOME HOMES ARE BEING BUILT

### East Side Business District in Process of Improvement, Many Substantial Buildings Being Constructed at the Present Time.

### East Side Department

The issuing of the permit this month for the \$100,000 concrete building on Fourth street, belonging to the Lewis estate, is responsible for the east side falling behind the west side in the value of building permits issued during the month. The total value of permits issued during the first 30 days of August is nearly \$700,000. Of this sum the west side applied for permits calling for improvements to the value of about \$400,000, while the east side fell slightly below \$300,000. The two most expensive improvements started during the month on the east side were the Lombard grain warehouse, to cost \$25,000, at the foot of Dupont street in Lower Albina, and the foundation of the Mitchell, Lewis & Stayer building, on East Morrison, at a cost of \$15,000.

Much more than half of the value of west side permits is accounted for by half a dozen central improvements, ranging in value from \$25,000 to \$100,000, while the August permits lend additional proof to the fact that the east side is the residence section of Portland.

That east side property is now too valuable to lumber with the cheap cottages of a few years ago is becoming an established fact. Few permits were applied for during the month for improvements costing less than \$1,000, while several were issued for homes valued at \$5,000 and more. Among the more notable east side improvements begun in the month of August are the two-story dwelling of G. F. Clerin on Taylor street, valued at \$5,000; the H. B. Rowe residence on Holladay avenue, \$5,000; three residences on Hawthorne avenue, to cost \$2,000, the property of E. W. Dixon; the two-story cottage of G. O. Hall on Tillamook street, \$4,000; M. A. Lee four frame, \$3,500; East First and Clackamas streets, \$2,500 each, and G. W. Collins, three-story dwelling on East Second and Wasco streets, valued at \$2,000. The demand for permits is so high as such that the rains of water have no terrors for the prospective builder. The indications are that building of this character will continue throughout the winter, with but little abatement.

Water shortage continues to plague the residents of Montavilla. When the Mount Tabor Water company made arrangements with the city water board to have Bull Run turned into its mains, the Montavilla people thought all their water troubles were at an end. F. A. Campbell, a resident of that suburb, while telling of their troubles this morning, said:

"From 5 to 5:30 p. m. yesterday there was practically no water in Montavilla, not even for drinking purposes. We have to pump up our regular rate and \$1.50 per month for sprinkling privilege, water or no water. The absence of water in the faucet is bad enough, but to get scolded tongue-lashed for reporting the shortage to the company is more than some of us want to stand.

"Last night J. C. Caneoy telephoned to the manager of the Mount Tabor Water company that there was no water at his place and was thoroughly roasted for his pains and told that he was not even a customer of the company, while we all know that he has long been a resident of Montavilla and a user of Mount Tabor water."

K. M. Young reported no water at his residence, "Nor," said he, "have we had water in the late afternoon and early evening for several days. We are continually admonished to be patient and things will come out all right after awhile. But the patience of most of us is about exhausted."

It was reported some time ago that

the flow of Bull Run into the Mount Tabor company's mains was reduced every day in order to reduce the bill of the Mount Tabor company to the city water board. The improvement organization of Montavilla voted to take the matter up with Mr. Arthur, manager of the Mount Tabor Water company and endeavor to secure an ample supply of Bull Run under the original arrangement with the city water board.

Business men of St. Johns are reported as being annoyed at the delay in delivering their mail. They say that they expected the new postmaster to be a little slow in acquiring the routine of the office, but that time enough has elapsed for him to begin to be more prompt in handling mail matter. The St. Johns postoffice is crowded into a hole in the wall not much larger than a good size dry goods box, which fact is doubtless responsible for most of the trouble. Postmaster Valentine will move the office in a few weeks to a larger room in the new brick building that is going up on Jersey street, opposite the present site.

A movement is on foot among the residents of Irvington and Holladay to have the Broadway car run over the Burnside bridge instead of the steel bridge, up Burnside street to Fifth, and then south over Fifth street to Yamhill, the west side terminal point. It is proposed to have the cars go out of the city over the same route. F. J. Fuller, manager of the streetcar company, has indicated his willingness to make this change provided the patrons of that line want it done. It has been suggested that the residents of Irvington and Holladay addition who favor the proposed change make it known to Manager Fuller.

R. R. Dingle has a number of fine pear trees in his yard at 171 East Nineteenth street that produced this year a superior article of fruit. Mr. Dingle moved to that place a few years ago and found a few scrubby diseased trees in the yard. He gave them a severe pruning and sprayed and cultivated them, with the result that his trees are loaded with delicious pears free from any kind of fruit pests.

## A NEW DEPARTURE.

### The Cost of Interments Has Been Greatly Reduced by The Holman Undertaking Company.

Heretofore it has been the custom of funeral directors to make charges for all incidents connected with a funeral. The Edward Holman Undertaking company, the leading funeral directors of Portland, beginning July 1, 1906, will depart from this old custom. When the casket is furnished by its cost will include all charges, such as conveying the remains to our chapel, outside box, casket and casket, and all other services which may be required of us except clothing, casket and carriage, thus effecting a saving of \$25 to \$75 on each funeral.

THE EDWARD HOLMAN UNDERTAKING COMPANY, 220 Third street, corner Salmon.

## Big Times Tomorrow.

As Monday will be Labor day, the Boston store, corner First and Salmon, will endeavor to do two days' business in one day. The bankrupt dry goods and clothing store of Burgess & Co. is now on sale at about one third of actual value. This fact alone will be sufficient to crowd every department, and as the Saturday before Labor day is always a big day, the Boston will employ a double force of salespeople, cashiers, wrappers and delivery wagons. Prices were never so low on fine goods as during the slaughter of this great stock of the defunct Burgess company. Men's and boys' women's and children's goods of every description, besides a general stock of high-class new fall dry goods and notions. Saturday the big sale will remain open till 11 p. m. in order to give every dollar-saving man and woman an opportunity to secure a share of the great bargains.

## Removal Notice.

We have moved from our former location, 108 Sixth street, to 327 Washington, between Seventh and Eighth, where we will be pleased to serve our customers and the public with the most up-to-date line of family wines and liquors. Our motto, as formerly, will be "High Grade, Full Measure and Low Prices." At our sample room in the rear of the store we will display the finest old whiskeys and choice wines for 10 cents. Every visitor to our new store tomorrow (Saturday) will receive a sample bottle of fine old whiskey free. THE MOUNTAIN HOUSE, 327 Washington street, between Sixth and Seventh. Phone Main 2294.

# DRYAN OUTLINES DEMOCRATIC POLICY

(Continued from Page Three.)

tariffs levied not for revenue, but for the fostered purpose of protection, that it fosters the idea that men should use their votes to advance their own financial interests. The manufacturer has been assured that it is legitimate for him to vote for congressmen, who, whatever their opinions on other subjects may be, will legislate larger dividends into his pockets; sheepgrowers have been encouraged to believe that they should have no higher aim in voting than to raise the price of wool, and laboring men have been urged to make their wages their only consideration.

"For a generation the 'fat' has been tried out of the manufacturers by the Republican congressional committee, and then the manufacturers have been reimbursed by legislation. With the public conscience educated to believe that this open purchase of legislation was entirely proper, no wonder that in political business the money of their policy-holders to carry out their policies; no wonder that trusts have hastened to purchase immunity from punishment with liberal donations.

### Drawing the Line.

"How can we draw a moral distinction between the man who sells his vote for a seat in congress and the manufacturer who sells his political influence for \$50 or \$100 payable in dividends? How can we draw a moral line between the senator or congressman elected by the trust to prevent legislation, and the senator or congressman kept in congress by the manufacturers to secure friendly legislation? The party which justified the one form of bribery cannot be relied upon to condemn the other.

"There never was a time when tariff reform could be more easily entered upon, for the manufacturers by selling abroad cheaper than at home, as many of them do, have not only shown their ingratitude toward those who built the tariff wall for them, but they have demonstrated their ability to sell in competition with the world. The high tariff has long been a burden to the consumers in the United States, and it is more and more a menace to our foreign commerce, because it arouses resentment and provokes retaliation.

### Railroads Similar to Trusts.

"The railroad question is also interwoven with the trust question. Nearly all the private monopolies have received rebates or secure other advantages which are not accorded to the public. Absolute equality of treatment at the hands of the railroads would go far toward crippling the trusts, and I rejoice that the president has had the courage to press the question upon congress. While the law is not all that could be wished, it deserves a fair trial.

"Rate regulation was absolutely necessary, and it furnishes some relief from the unbearable conditions which previously existed, but we must not forget that the vesting of this enormous power in the hands of the commission appointed by the president introduces a new danger. If an appointive board has the power to fix rates, and can by the exercise of this power increase and decrease by hundreds of millions of dollars the annual revenues of the railroads, will not the railroads feel that they have a large pecuniary interest in the election of a president friendly to the railroads?

### Public Ownership Ahead.

"Experience has demonstrated that municipal corruption is largely traceable to the fact that franchise corporations desire to control city councils and thus increase their dividends. If this principle is adopted the same policy, the sentiment in favor of the ownership of their railroads by the government is likely to increase as rapidly throughout the country as the sentiment in favor of municipal ownership has increased in the cities.

"I have already reached the conclusion that railroads partake so much of the nature of a monopoly that they must ultimately become public property and be managed by public officials in the interest of the whole community in connection with the well-defined theory that public ownership is necessary where competition is impossible. I do not know if I am ready to reach for this change. I do not know that a majority of my own party favors it, but I believe that an increasing number of the people see in public ownership the remedy for the evils which beset persons and politics, and for the extortionate rates for the carrying of freight and passengers.

### No Danger of Centralization.

"Believing, however, that the operation of all the railroads by the federal government would be a centralization which would all but obliterate state lines, I prefer to see only the trunk lines operated by the federal government and the local lines operated by the several state governments. Some who oppose this suggestion are impracticable, but investigation has convinced me that it is entirely practicable. Nearly all the railroads of Germany are owned by the several states, the empire itself owning the trunk lines, and the interstate traffic is nowise obstructed.

"In traveling from Constantinople to Vienna one passes through Turkey, Bulgaria, Servia and Rumania, and Austria, without a change of cars, and yet each country owns and operates its own roads, and different languages are spoken on the different divisions of the line. Sweden and Norway each owns its railroads, but they have no interstate traffic, although their political relations are somewhat strained.

### Local Ownership Practicable.

"The ownership and operation of the local lines by the several state governments is not only feasible, but it suits itself to the conditions existing in the various states. In those states where the people are ripe for a change the local lines can be purchased or new lines be built at once, while private ownership can continue in those states in which the people still prefer private ownership.

"Some states have been more careful than others to prevent the watering of stock, and in the acquiring of the roads each state can act according to the situation which it has to meet.

"As to the right of the governments, federal and state, to own and operate railroads, there can be no doubt. If we can depend on the water in the lake and build connecting canals, in order to cheapen railroad transportation during half the year, we can build a railroad and cheapen rates the whole year; if we can spend several millions upon the Panama canal to lower transcontinental rates, we can build a railroad from New York to San Francisco to lower both transcontinental and local rates.

### Pay for Bonds by Mail.

"The United States mail is increasing so rapidly that we shall soon be able to pay the interest on the cost of trunk lines out of the money which we now pay to railroads for carrying through mail.

"If any of you question the propriety of my mentioning this subject, I beg to remind you that the president could not have secured the passage of the rate bill had he not appealed to the people for the more radical remedy of government ownership, and nothing will so restrain the railroad magnates from attempting to capture the interstate commerce com-

mission as the same fear. The aligned manner in which they have violated law and ignored authority, together with the corruption discovered in high places, has done more to create sentiment in favor of public ownership than all the speeches and arguments of the opponents of private ownership. I have referred to the railroad question as a part of the trust question because they are so interwoven that it is difficult to consider one without the other.

### Trusts as Legalized Larceny.

"Just a word more in regard to the trusts. Some defend them on the ground that they are an economic development and that they cannot be prevented without great injury to our industrial system. This may be answered in two ways.

"First, trusts are a political development rather than an economic one; and second, the trust system though it did permit to continue even though it did result in a net economic gain. It is political because it rests upon the corporation, and the corporation rests upon a statutory foundation. The trust instead of being a natural development is a form of legalized larceny, and can exist only so long as the law permits it to exist.

"That there is an economic legislation in production on a large scale may be admitted, but because a million yards of cloth can be produced in one factory at a lower price per yard than 100,000 yards can be produced in the same factory, it does not follow that cloth would be produced at a still lower price per yard if all the cloth consumed in the United States were produced in one factory or under one management.

### Disadvantage Economically.

"There is a point beyond which the economic advantage of a large production ceases. The moment an industry approaches the position of a monopoly it begins to lose in economic efficiency, and a monopoly discourages invention, invites deterioration in quality and destroys a most potent factor in production, viz.: industrial ambition.

"But the political objection to a trust overcomes any economic advantage which it can possibly have. No economic advantage can justify an industrial despotism or compensate a nation for the loss of independence among its producers. Political liberty could not long survive under an industrial system which permitted a few powerful magnates to control the means of livelihood of the rest of the people.

### Discusses Socialism.

"Landlordism, the curse of Europe, is an innocent institution in comparison with the trusts. When the trust is carried to its logical conclusion, it is the man who argues that there is an economic advantage in private monopoly is aiding socialism. The Socialist, asserting the economic superiority of the monopoly, insists that its benefits shall accrue to the whole people as his conclusion cannot be denied if the superiority of monopoly is admitted. The Democratic party, if I understand its position, denies the economic as well as the political advantages of private monopoly and promises to oppose it wherever it manifests itself. It offers as an alternative competition where competition is possible and public mo- nopoly wherever circumstances are such as to prevent competition.

"Socialism presents a consistent theory, but a theory which in my judgment does not take human nature into account. Its strength is in its attack upon the existence of which it confessed. Its weakness is that it would substitute a disease, if not a worse one, for the disease from which we suffer. The Socialist is honest in the belief that he has found a remedy for human ills, and he must be answered with argument, not with abuse. The best way to oppose socialism is to remedy the abuses which have grown up under individualism, but which are not necessary part of individualism, and the political advantage of private monopoly. As I was leaving here I set forth my reasons for opposing the Socialist doctrine that the government should own and operate all the means of production and transportation. My observations have strengthened my convictions on that subject. Because I am anxious to preserve individualism I am earnest in my desire to see the trusts exterminated, root and branch, that the hour of opportunity may be open to every American citizen.

### Government Mismanagement.

"On another occasion I shall call attention to the rapidly growing expenditures of the federal government. It is natural that those who look upon taxation as the political advantage of private monopoly and promise to oppose it wherever it manifests itself, find ways of spending the revenues brought into the treasury by a tariff cannot wholly account for the reckless extravagance of recent years.

"But at this time I desire to center your thoughts upon the overshadowing evil of the day—the trust—with its plutocratic tendencies that result therefrom. It demands a remedy, and the people are prepared to administer heroic treatment. The Democratic party offers a solution which is both reasonable and adequate—a solution in which time-honored principles are applied to new conditions.

### Defender of Right.

"The Democratic party is not the enemy of property or of property rights; it is, on the contrary, the best defender of both. It demands a remedy, and the people are prepared to administer heroic treatment. The Democratic party offers a solution which is both reasonable and adequate—a solution in which time-honored principles are applied to new conditions.

# PAINS

## AMERICAN WOMEN FIND RELIEF

### The Case of Miss Irene Crosby is One of Thousands of Cures made by Lydia E. Pinkham's Vegetable Compound.

How many women realize that it is not the plan of nature that women should suffer so severely.



Thousands of American women, however, have found relief from all monthly suffering by taking Lydia E. Pinkham's Vegetable Compound, as it is the most thorough female regulator known to medical science. It cures the condition which causes so much discomfort and robs these periods of their terror.

Miss Irene Crosby, of 218 Charlton Street, East Savannah, Ga., writes:

"Lydia E. Pinkham's Vegetable Compound is a true friend to woman. It has been of great benefit to me, curing me of irregular and painful periods when everything else had failed, and I gladly recommend it to other suffering women."

Women who are troubled with painful or irregular periods, backache, bloating (or flatulence), displacement of organs, inflammation or ulceration, that "bearing-down" feeling, dizziness, faintness, indigestion, nervous prostration or the blues, should take immediate action to ward off the serious consequences, and be restored to perfect health and strength by taking Lydia E. Pinkham's Vegetable Compound, and then write to Mrs. Pinkham, Lynn, Mass., for further free advice. She is daughter-in-law of Lydia E. Pinkham and for twenty-five years has been advising women free of charge. Thousands have been cured by so doing.

that he will not be deprived of the fruits of his toil.

"If we can repeal the laws which enable men to reap where they have not sown—laws which enable them to garner into their overflowing barns the harvests that belong to others—no one will be able to accumulate enough to make his fortune dangerous to the country. Special privileges and the use of the taxing power for private gain—these are the twin pillars under which plutocracy rests. To take away these supports and to elevate the penitentiary to all and special privileges to the penitentiary, honest endeavor ought to be the purpose of our party.

### Plutocracy's Evil.

"And who can suffer injury by just taxation, impartial laws and the application of the Jeffersonian doctrine of equal rights to all and special privileges to none? Only those whose accumulations are stained with dishonesty and whose immoral methods have given them a distorted view of business, society and government. Accumulating by conscious fraud more money than they can profitably use upon themselves, wisely distribute or safely leave to their children, these denounce as public enemies all who question their methods or throw a light upon their crimes.

"Plutocracy is abhorrent to a republic. It is more despotic than monarchy, more heartless than aristocracy, more selfish than bureaucracy. It preys upon the nation in time of peace, and conspires against it in the hour of its calamity. Conscienceless, compassionless and devoid of wisdom, it enervates its votaries while it impoverishes its victims. It is already sapping the strength of the nation, vulgarizing social life and making a mockery of morals. The time is ripe for its overthrow.

### Time for Overthrow.

"Let us attack it boldly, making our appeal to the awakened conscience of the nation in the name of the counting-room which it has defiled, in the name of business honor which it has soiled, in the name of the people whom it has oppressed. In the name of the homes which it has despoiled, and in the name of religion upon which it has placed the stigma of hypocrisy. And if I may be permitted to suggest a battle cry, I propose a stanza, but slightly changed, from one of the strongest of the poems of Scotland's great democratic bard:

"Columbia, my dear, my native soil,  
For whom my warmest wish to heaven is sent,  
Long may thy hardy sons of rustic toll  
Be blest with health, and peace, and  
And, O, may heaven their simple lives  
Prevent  
From luxury's contagion, weak and  
vile!  
Then, though unlearned wealth to wick-  
edness be lent  
A virtuous populace may rise and stand  
A wall of fire around their much-  
loved land."

Blackberrying is the rage around Toledo now, says the Leader.

# LAST CALL TO THE PEOPLE

## This Sweeping Clearance Sale Will Last But One More Week



### We Are Selling \$12.50 and \$15 Suits at

# \$10

## And Hats and Caps and Summer Shoes at from One-Quarter to One-Half Their Real Value. Think of a Dollar Shirt for 29 Cents, and Underwear and Hosiery in proportion. Nothing in the store is held in reserve.

# THE RED FRONT

### "SELLS IT CHEAPER"

## N. W. CORNER FIRST and TAYLOR STS.

W. B. All merchandise first class. No Big-Tag and Retail Store.

"Good printing is a silent salesman—works for your business among people who can't see you; in fact, increases your business and profits."

# WE have been plugging away at good printing for the past two years. The facilities of our plant are such as to help us do this, and we are just the sort to do good printing. We can print booklets and other forms of good stuff that will dodge the waste basket, and make you glad you are in business.

Quality considered our prices are the lowest in the city

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You'll find 100 per cent of satisfaction awaiting you here in buying Trousers, as are now displayed in our south window. We have not cut the prices in half, but you can own good Trousers mighty cheap during the sale.

- Our \$2.50 TROUSERS are now.....\$1.85
- Our \$3.00 TROUSERS are now.....\$2.35
- Our \$3.50 TROUSERS are now.....\$2.65
- Our \$4.00 TROUSERS are now.....\$3.15
- Our \$5.00 TROUSERS are now.....\$3.85
- Our \$6.00 TROUSERS are now.....\$4.85

This store will be closed all day next Monday—Labor Day—Do your trading tomorrow—Open late.

# LION Clothing Co

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We've Everything to Wear for Men and Boys.  
168 AND 168 THIRD ST., MOHAWK BUILDING.

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

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## RIVER EXCURSION TO ASTORIA SUNDAY, SEPT. 2

BY THE Steamer TELEGRAPH

THE FASTEST BOAT YOU EVER SAW—SPARELIESLY EQUIPPED—A CHARMING PASSENGER CRAFT.

Leaves Alder Street Dock, Portland..... 8 a. m.  
Arrive at Astoria..... 1 p. m.  
Leave Astoria for home at..... 3 p. m.  
Arrive in Portland at..... 8 p. m.

Round Trip... \$1.00

Washboard a la Carte. Carry Your Lunch if You Wish.

A delightful Sunday trip—a charming ride on the greatest river of western America—the best steamboat on the Pacific coast—Polite attention to everyone.

## See the City by the Sea at Little Cost.