

# PASSENGER SERVICE FAULTY BRIDGE PROGRESS SATISFACTORY

## Roads Entering Portland Give Inadequate Dining Car Service, and Force Upon Public Overcrowded Trains Running Slow

Overcrowded passenger trains, slow-running times, inadequate dining car service and infrequent train service are complaints of long standing that are growing louder and more bitter as time passes and the population of Oregon increases. The protests against the Harriman-Kruttschnitt policy are in a large measure justified by actual conditions.

Passenger travel in and out of Portland has like freight tonnage, increased rapidly in the last three years, and some time ago outstripped the capacity of facilities afforded by the Southern Pacific, O. R. & N. and Northern Pacific companies, as well as the water lines operated by the Harriman interests. The passenger travel on all the railroads has been conspicuous for its enormous increase and the good class of people who come and go.

It is declared by commercial men that not in two years has a passenger train on the Portland-San Francisco run furnished adequate dining-car facilities. Hardly a day passes that it is possible for patrons of this line to get a meal at anything like reasonable season, and it is simply a case of operating the dining car without cessation to enable the travelers to be served within a period of 12 hours. The average Southern Pacific dining car is filled from the first call for dinner, and the passage way leading to it is occupied by people for the ensuing hours waiting to get a chance to eat. In eastern railroad dining cars the meals are served at the regular hours adopted by hotels, and the service is adequate to accommodate everybody who wants to eat within the usual time allotted for hotel meals.

**Increased Volume of Travel.**  
One need but witness the crowds that pack the union station at train time to realize the increased volume of passenger travel. In 1905 Portland's union station handled 2,058,510 coach passengers and 150,000 Pullman passengers. Since the close of 1905 passenger travel, instead of diminishing in comparison with exposition business, has steadily increased. One day in the summer season of 1906 passenger travel reached the height of breaking all previous records.

The difficulty seems to be the failure of the Harriman management to comprehend the significance of these facts and provide in advance for taking care of the increasing business. Once having fallen behind the procession the railroad shortscomings with much severity. They complained that the dining car had been taken off the train during the night at some point up the line, and they had been unable to get any breakfast, and that by the time they reached Portland the breakfasting season was past, so that they must

either omit the meal or eat at that late hour and spoil the luncheon program. A Portland manufacturer, discussing the O. R. & N. dining car service, referred to a condition that is familiar to every patron of the road who travels first class. He refers to the miserable accommodations furnished between this city and Spokane on the train that leaves Portland daily at 6:15 p. m. I boarded the train a few days ago and found it crowded as usual with passengers, and no facilities for furnishing meals excepting a little stove in a buffet car that is supposed to do the work necessary to feed at least 100 passengers.

"Many of the passengers had nothing to eat until 9 p. m., and the darkey who acted as waiter and cook combined was endeavoring to supply the hungry passengers to the best of his ability. How long will it be before we get relief from the Harriman line? I am sure that when the North Bank road is completed and trains running over rails on that side of the river between Portland and Spokane the Harriman line will vie with its competitor to furnish the best service between here and the Inland Empire, and until that time they are endeavoring to operate their lines in the most economical manner, regardless of the comfort of the traveling public. I feel that the citizens of Portland, as well as the Inland Empire, should insist that the Harriman line give better service than the other lines do so by competition on the North Bank line."

**Complaining of Poor Service.**  
"I wish you would call attention to a matter which I think should be attended to by the business interests of Portland, and more especially for the traveling public. I refer to the miserable accommodations furnished between this city and Spokane on the train that leaves Portland daily at 6:15 p. m. I boarded the train a few days ago and found it crowded as usual with passengers, and no facilities for furnishing meals excepting a little stove in a buffet car that is supposed to do the work necessary to feed at least 100 passengers.

There will be distinctive features about both of these bridges. The Columbia river bridge will be the longest double-track railroad bridge in the world, and the Willamette river bridge will have the longest drawspan in the world. The span in the latter will be 521 feet in length. The steel in the two bridges will weigh 20,000 tons. The two bridges will be among the most modern and powerful in the country and will probably be the most expensive, with the exception of the suspension bridges at New York.

The Columbia river bridge will require about 25 piers. Besides the piers to be built in the main river, there will be a long procession of piers across Haydn island and the sloughs. The structure when completed will be a most imposing one and will be the first to span the mighty Columbia at a point of tidal flow. It will supersede the monster ferry that for years has carried Northern Pacific passenger and freight trains between Kalama and Portland, and has been a popular feature of a transcontinental trip.

**YOU CAN GET THE GOLD IF YOU TRY**  
At the Approach of "Who, When and What Contest?" People Are on Tiptoe of Anticipation.  
Everybody connected with business in any capacity, or who has a friend, relative in any business in Portland, is interested in the coming "Who, When and What Contest," in which sketches of a number of leading business firms of Portland will appear. Though no name is to be mentioned, from the nature of their business, a peculiarity in the firm's name, a special line of goods in which the firm deals, a well-known or popular phrase or sentence in its motto or advertisement will be sufficient to guide you with a little thinking, to name each firm and business house referred to. Only the most prominent business houses in Portland will be written up in the "Who, When and What Contest," and that fact will make it an easy task for persons familiar with the business houses in this city.

There is certainly sufficient inducement to set people to thinking and try to send a correct answer. For to those who solve the problems, or come closest to a correct solution, there is \$150 in gold waiting. The first payment will be \$75, the second \$25, third \$10, fourth \$5, fifth \$3, sixth \$2 and the next \$1 each.

For those familiar with prominent business houses of Portland it should not be difficult to name the firms described. Answers should be sent as early as possible, though a correct answer coming later will have a better show than one coming in early and being wide of the mark. It requires just some knowledge of the leading business houses in this city and some careful study.

The payments will be made in the most impartial manner. Everybody will be entitled to send an answer, or as many as he or she desires. The only persons barred from the contest are employees of The Journal and the members of their families.

From The Journal when the contest is published and the business advertisements, bear in mind that they refer to well-known and leading business houses, then do a little thinking and send your answer as early as possible. Business firms wishing representation notify The Journal at once.

### COMMON USER CLAUSE PUT IN BOTH FRANCHISES

### Street Committee of Council Does It Despite Efforts of Councilman Masters.

In spite of Councilman Masters, a common-user clause was inserted in the ordinances granting franchises for two sidetracks by the street committee of the council yesterday afternoon. One was to the Northern Pacific Terminal company for a track on York street up to the right of way of the Northern Pacific. The other was to the Portland & Seattle for a track on North Fifth street.

The executive board had declined to fix the valuation of the franchises as they stood, and a communication from the board called attention to a violation of the charter in granting a franchise of this character.

"It seems to me that this is a very important communication," observed Masters, "and I do not consider it any business of the executive board to tell us what the ordinances we pass shall contain. It's their duty to fix the valuation and not to tell us what kind of ordinance to draw up."

But the committee agreed that the common-user clause should be inserted in both ordinances and the ordinances be then recommended for passage.

The committee also recommended the measure prohibiting shade trees in the district bounded by Morrison, Washington, Twelfth and Front streets.

Engineer Ralph Modjeski Well Pleased With Work on Structure Over Columbia River.

### WILL BE LONGEST BRIDGE IN WORLD

### Structure Over Willamette River Will Have Longer Drawspan Than Any Other Bridge in World—Former Requires Thirty-Five Piers.

That favorable and satisfactory progress is being made in construction of the Portland & Seattle Railway company's bridges over the Columbia and Willamette rivers, in the opinion of Ralph Modjeski of Chicago, consulting bridge engineer for the Hill lines. He came to Portland several days ago to make an inspection of the work and will leave tomorrow for the east.

"The work on both bridges is proceeding with reasonable dispatch and with very good luck thus far. Nobody has been killed, and we hope to get through without a fatality," he said. "For the Columbia river bridge there are three piers about done and four more well under way. The piers will be ready for the steel structure some time this winter and the steel is already arriving on the ground. For the Willamette river bridge the yards and plant are completed and the first caisson is ready for the foundation work. Progress on this bridge is now so well advanced on account of the delay occasioned by the port commission's decision regarding location."

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### INDEPENDENT LONG DISTANCE 'PHONE LINE BEING BUILT

### Construction Work Starts on System Planned by the Northwestern Company.

Construction work has been commenced on the Northwestern Long Distance Telephone company's lines. This is a new independent company organization for the purpose of connecting by long-distance wires all the systems of the Home Telephone and other independent companies in Oregon and Washington. The general offices of the new company will be Portland. Claude C. Craig, formerly assistant general manager of the Home Telephone company in southern California, is general manager of the new long-distance company.

The company is now building a line south from Portland, near Seattle to Tacoma, and work will be started between many other points soon. General Manager Craig said this morning: "Our company is going to put up the best long-distance telephone lines ever strung. We expect to make long-distance conversation over our lines as easy as conversation over local lines in the city. We expect to win business by superiority of service."

### Buffalo Convention.

### RAILROADS MAKING RATES TO THE EAST

An opportunity will be afforded the public to make a trip east and return for little more than half fare next month. The O. R. & N. company announces sale of excursion tickets October 12 and 13, good until November 20, at one fare plus \$10 for the round trip, on account of the annual convention of the American Bankers' association, to be held at St. Louis. One of the speakers at this gathering will be Benjamin L. Cohen, president of the Portland Trust Company of Oregon. The special rate granted by the railroads is open to the public. The round trip will be \$67.50 to St. Louis and \$71.50 to Chicago.



If there is one member of the human system that will pay you back in full measure for all the injury you do it, it is the teeth. Neglect is no worse than experimenting with worthless dentifrices. Both will hasten the day of bitter regret. Stand by SOZODONT and your teeth will stand by you.

# CARLOADS OF HEATING STOVES

In all our business career we never before had in stock such a boundless array of heating stoves. We carry a great number of different makes—THE LEADERS OF AMERICA, and the volume of our sales most certainly indicates that people calling here find what they want. We never had so great a trade in this line before. It simply is immense. Come into the store at any time you please and you will find our salesmen disposing of heaters to some pleased patron of the place.

## Our Line of Ranges Compasses All That is First-Class in That Commodity, Too.

Until we move this part of our business to our own building, 130 First Street, some time next month, WE WILL BE OPEN EVENINGS AND SELL EVERYTHING IN HOUSE FURNISHINGS AT 10 TO 25 PER CENT REDUCTIONS, such as

- DISHES
- WASH MACHINES
- REFRIGERATORS
- CUTLERY
- HOSES
- GARDEN HOSE
- GLASSWARE
- WASHTUBS
- GRANITWARE
- AXES
- PITCHFORKS
- ROPE
- WASHBOARDS
- TINWARE
- MEAT-CHOPPERS
- GRINDSTONES
- SINKS
- WRINGERS
- WASHBOLLERS
- SHOVELS
- SCYTHES
- GASPIPE
- GAS RANGES
- OIL RANGES
- SEWING-MACHINES
- BIRD CAGES
- SPADES
- LAWNMOWERS
- LAMPS

AND ALL KNICK-KNACKS USED IN FURNISHING THE HOME

# Telephone Main 1382 J. J. KADDERLY

Odd Fellows' Temple, First and Alder Sts. And 130 First St., Bet. Washington and Alder.

# KIDNEY DISEASES CAUSE ONE-THIRD OF THE TOTAL DEATHS.

When the Kidneys fail to perform their functions properly by not straining out the poisonous waste matter from the blood as it passes through them, the poisons are carried by the circulation to every part of the body, deranging the different organs. This causes heart trouble, stomach trouble, sluggish liver and a host of other ills, all due to deranged Kidneys.

# FOLEY'S KIDNEY CURE

corrects irregularities and cures Kidney and Bladder diseases in every form, tones up the whole system, and the diseases that have resulted from disordered Kidneys disappear, because the cause has been removed. Commence taking FOLEY'S KIDNEY CURE at the first sign of danger. Do not risk having Bright's Disease or Diabetes.

**CURED OF BRIGHT'S DISEASE.**  
Mr. Robert G. Burro, Bismarck, N. D., writes:—I am glad to have an opportunity of telling what magnificent results I have had from using FOLEY'S KIDNEY CURE after having tried other advertised medicines and several physicians. Before I began I had to get up every night to relieve my bladder. I was all bloated with water and my eyesight was so impaired that I could scarcely see one of my family across the room. In fact, I was so badly used up that I had given up hope of living when I was cured by a bottle of FOLEY'S KIDNEY CURE. One person bottle cured me. I had been told that the third bottle the superfluous fluid had gone, as well as all other symptoms of kidney trouble. My friends were surprised that I was cured, as they all thought I was going to die. Every few days some one comes from miles away to learn the secret of the wonderful medicine that cured me of Bright's Disease, and not one has told it has failed to be benefited.

Two Sizes, 50 Cents and \$1.00.  
SOLD AND RECOMMENDED BY WOODARD, CLARKE & CO. AND SKIDMORE DRUG CO.

### FIREBOAT OFFICER IS BADLY INJURED

### Lieutenant Johnson Rendered Unconscious and Two Fingers Amputated by Accident.

Through some defect in the machinery of one of the water towers during a drill on the fireboat George H. Williams yesterday Lieutenant Harry Johnson sustained serious injuries which will cause his confinement in the Good Samaritan hospital for some time. He is suffering from an ugly scalp wound and accidental amputation of two fingers of his left hand, besides a strain in his back. It was found necessary to trepan the skull. Johnson was promoted to a Lieutenant only last week.

The members of the fireboat drilled several times weekly in the use of the fire fighting apparatus. The drill consists in the raising and lowering of the water towers with which the boat is equipped and handling the hydraulic batteries. The towers are operated by hydraulic pressure. While the firemen were engaged in raising the tower located amidships yesterday afternoon something went wrong with the mechanism.

More pressure was applied, when suddenly the pipe shot up 30 feet to its full height and stopped with a crash. The impact was so great that the heavy hoist broke off and fell to the deck. Johnson, who was standing directly underneath, did not have time to run to a place of safety. The falling machinery struck him on the head and hand and he fell bleeding and senseless to the deck.

He was removed to the Good Samaritan hospital in an ambulance and his injuries are of a serious nature. The fireman is resting easily today and it is thought that his injuries will not prove fatal.

### METHODISTS WILL BE BUSY TOMORROW

Methodist churches generally will not hold services tomorrow, and members of the denomination will gather at Sunnyside to attend the Oregon conference there in session.

Sunday will be a big day for the conference. The morning services will begin at 7 o'clock, with a prayer by C. L. Hamilton and at 8 o'clock the love feast will be held; J. T. Abbott will conduct this meeting. After the love feast there will be a sermon by Bishop Henry W. Warren. This will be the last sermon that Bishop Warren will preach during the conference.

In the afternoon at 3 o'clock the children's rally will be celebrated and many children from all parts of the city will attend. There will be special music in charge of A. D. Wagner and A. B. Clarke. Charles A. Gaska will preside and addresses will be made by W. R. F. Brown, B. W. Zayer and T. L. Jones. At 8 p. m. the Epworth League will hold a grand rally under the auspices of the Portland city union, Burgess F. Ford presiding.

The music for the evening will be in charge of Professor P. Drew and an interesting address will be made by George H. Fesse. At 8 p. m. W. H. Sprague.

S. A. Read, Cisco, Tex., writes, March 11, 1901: "My wife was oppressed so badly by a fall that it was useless, and after using several remedies that failed to give relief, used Ballard's Snow Liniment. It earnestly recommends it to any one suffering from sprains." Sold by Woodard, Clarke & Co.



### LOWNEY'S Chocolate Bonbons

Always Delicious—Pure—Wholesome—Digestible  
One Box will make A Happy Home!  
Every Sealed Package guaranteed Fresh and Full Weight  
Fancy Boxes and Bonbons in exclusive designs for Gifts  
THE WALTER M. LOWNEY CO.  
Makers of Cocoa and Chocolates  
BOSTON, MASS.

### ALMOST THE END OF THEM Autumn River Excursion to Astoria SUNDAY, SEPT. 30

## STEAMER TELEGRAPH

THE FASTEST BOAT YOU EVER SAW—SPLENDIDLY EQUIPPED—A CHARMING PLEASURE CRAFT.  
Leaves Alder Street Dock, Portland ..... 8 a. m.  
Arrive at Astoria at ..... 1 p. m.  
Leave Astoria for home at ..... 3 p. m.  
Arrive in Portland at ..... 5 p. m.  
Round Trip... \$1.00  
Meals Served in Cabin. Carry Your Knapsack if You Wish.

Charmingly Furnished Cabins—Warm and Cosy if It's Cold—Bright and Airy if It's Warm.  
AN HOUR FOR SIGHT-SEEING IN THE CITY BY THE SEA

### Every Day but Sunday From PORTLAND to ASTORIA Leaving Taylor Street Dock at 7 A. M. And Every Night But Sunday Night From ASTORIA to PORTLAND Leaving Astoria at 7 P. M.

## THE PALATIAL Steamer Lurline

LINE The Old and Reliable Diamond K Line.  
Passengers and Freight for All Landings on the River at Lowest Rates.

### WILL MAKE REDUCED RATES FROM EAST

The Northern Pacific announces special summer excursion rates from eastern points to Northern Pacific coast territory for next year the same as were in effect during this year. They will also have on sale tickets from eastern terminals to Northern Pacific coast points and Spokane of one fare for the round trip, account of the meeting of the Christian Endeavor, Baptist Young People's union and Good Templars. Tickets will be on sale June 30 to July 15, 1907, with final return limit of September 15. The announcement of these rates at this time should bring a very large number of people to the Pacific coast during coming year.

# Bon Ami

The Best Scouring Soap Made  
A Scouring Soap  
A Metal Polish  
A Glass Cleaner

## Chatham Kitchen Cabinet

Every woman needs a Chatham Kitchen Cabinet  
Every woman wants one Chatham Kitchen Cabinet

## Colley Bros. SUBSTITUTES

Our large catalogue telling you all about them will be mailed free to any address.  
364 to 370 E Morrison St.  
\$1.00 DOWN, \$1.00 WEEKLY