

# BRIDGE NUISANCE ANGRERS PUBLIC

### Work-Bound People Held Up on Madison-Street Structure Unreasonable Time.

## BRIDGE ENGINEER LOUDLY CENSURED

### Officer Offers to Arrest Him if Anyone Will Swear Out Warrant—East Siders Will Demand That Their Rights Be Not Ignored.

Incoming cars over the Madison street bridge this morning at 7:45 o'clock, the hour of rush travel for people who must travel to their work in the city, had a hard time reaching their destination, and did not arrive until 8:55. The cause was attributed mainly to a river pilot and a bridge engineer. The Oregon City train, a motor car and trailer crowded with people, was stopped on the east side of the drawbridge by the opening of the drawspan without apparent cause. Passengers who got out of the cars to inquire were told that there was a boat coming, and looking up the river they saw two steamboats, one toward the other, opposite the mill of the Portland Lumber company, half a mile away.

Loud complaints and indignant protests were heard from delayed passengers, but they did not reach the bridge engineer nor the river pilot, who were separated by long stretches of water from the scene of indignation.

Officers to Arrest Engineer. "If anybody will swear out a warrant I will arrest the bridge engineer," said an officer who stood in the little waiting-room at the east end of the drawspan. "This is a plain case of needless obstruction of a public highway." Even the bridge tender at the east end was indignant. He said:

"It's an infernal outrage. His sentiments were echoed by the delayed passengers. They held their watches on the two boats to see how long the holdup would continue, and waited to learn the names of the boats. When the latter came within seeing distance it was found that the towboat was the Sara Dixon, and its tow was the big steamer Dalley Gatzert. It proved to be just nine minutes from the time the boat had whistled for the bridge until it passed the center of the draw. By that time the Madison street bridge was filled to both ends with street cars and teams. Just before arriving at the Madison street bridge the

Sara Dixon whistled a command for the opening of the Morrison street bridge, and the same delay was reported there, but the jam on the bridge was even greater, as that bridge carries an immense amount of traffic at the hour between 7:30 and 8:30 a. m. Bridge Engineer Kelly said: "I opened the bridge ahead of time for the reason that I have been having trouble with the gear on this bridge, and it had to be examined. The bridge has not been working right, and we have been trying for three days to get it fixed. I have given the people the best of it on this bridge all along. I do not want to open the bridge until it has to be done, at times like the rush hour this morning. Some of the steamboatmen are unreasonable. They whistle too soon, and if we do not open the bridge they whistle two or three times."

Question Once Fought Out. About a year ago the open drawbridge question was fought over between street car patrons, east side improvement associations and the river pilots, with the county court as umpire. It was demanded by the people that the drawbridges be kept closed an hour in the morning and evening, when the rush of travel was heaviest by reason of working people going to and from their places of work. The court was at first disposed to accede to this demand, but after repeated sessions with committees representing the river pilots, it was decided that a set of rules should be posted, and that so long as these rules were obeyed by the river pilots the drawbridges would not be closed.

Among these rules two of the principal points fought for by the people were as follows: No drawbridge should be opened unless the boat demanding passage was at a point reasonably near and ready to pass through; no drawbridge should be held open longer than necessary and for but one boat to pass through at a time. The court gave instructions to bridge engineers to ignore signals from boats that were unreasonably far away from the bridge. The people say the rules are being constantly violated, and that a number of the river pilots have apparently forgotten them. It is said that if there is a continuation of the trouble at the drawbridges a movement will be inaugurated to keep the draws closed, as is done in Chicago, Cleveland and other places, during the busiest hour of travel morning and evening, and that east side people will not desist until their contention is granted by the county court.

## NEWPORT AND YAQUINA BAY

### Summer Excursion Tickets Still on Sale.

The dates of sale of summer excursion tickets to Newport and Yaquina bay have been extended to October 31, with a final return limit of October 13, which will enable those who have not already been to this delightful resort to take the outing at the reduced rate offered during the summer. Full particulars in regard to rates, etc., by calling at City Ticket Office, Third and Washington streets, Portland.

# THE JOURNAL will pay \$150 in gold to the people sending the correct, or nearest correct, lists of answers to the "Who, Where and What" Contest opened in yesterday's Journal. Plenty of time to secure the first payment. The last list to be received may be the only correct one. Lists must be in by 5 p. m., Monday, October 8th.

If you have not sent in an answer get yesterday's issue of The Journal and try for one of the cash payments.

## ST. JOHNS ENJOYS ANOTHER HOWL

### Business Men Object to Discrimination in Matter of Switching Charges.

## CANNOT COMPETE WITH RIVAL PORTLAND FIRMS

### Demand to Know Why Abolishment of All Switching Fees Does Not Include St. Johns Concerns Inside Limits of Port of Portland.

East Side Department. St. Johns manufacturing plants and business interests generally are incensed at the failure of the Harriman system to include St. Johns territory in the recent order abolishing switching charges in a greater part of the east side manufacturing and wholesale district. The alleged discrimination falls heavily on the manufacturing concerns along the St. Johns river front.

A. R. Jones of the Jones Milling company in talking of the matter this morning said: "Why, the Harriman roads should discriminate against the manufacturers in the lower Portland harbor is more than we can understand. With this new order abolishing switching charges on the east side from the Tamm-Poulsen mill to the Portland Flouring mill we can not ship a carload of flour nor receive a car of wheat without paying a switching charge of not less than \$5; and frequently it is \$10. Under this order we can not compete with other Portland manufacturers of flour. The St. Johns water front is within the Portland harbor lines. It seems to me that the just and fair thing to do would be to abolish the charge for switching along the entire east side water front. That would give us all a fair chance."

The management of the St. Johns Lumber company bitterly complain of this switching charge handicap. "We have to ship our lumber to the same markets that the Portland mills ship to, but in competing with them we start out with a \$5 handicap, which is a good big slice out of the profit on a car of lumber." T. J. Shay, manager of the Martins iron works, a St. Johns enterprise, said: "We were arranging to increase the capacity of our plant. In fact, we had ordered a lot of new machinery, but with this arbitrary discrimination in the matter of switching charges we shall go a little slow until we know where we are. If we ship a carload of boilers to San Francisco we pay a \$5 switching charge, but if a similar shipment is made by a Portland concern no such charge is made. If the same shipment is made to the Sound the charge is \$10, but the Portland shipper still pays nothing for switching his car. Do you think we can compete for business with such a handicap?"

The shipbuilding company is another St. Johns enterprise that it is said will suffer because of the switching charge order. The St. Johns Commercial club will discuss the question at its meeting tonight. The whole town is aroused over what they consider an unjust discrimination against their manufacturing enterprises.

If the East Third street franchise is not given a second lease on life, it will not be the fault of the East Side Improvement association. At the meet-

ing of the association last night, Whitney L. Boise, chairman of the franchise committee, reported that he had arranged for a conference with Manager O'Brien on the subject, and he thought it probable that a new franchise ordinance would be prepared in time for the council meeting tonight. Mr. O'Brien said that if a new ordinance were presented, it would contain a common-user clause and other amendments along the lines suggested by Mayor Lane in his veto message. He felt confident, he said, that a franchise could be drawn that would meet the requirements of the mayor and council and at the same time be acceptable to the Harriman interests. The rumored sale of the Inman-Poulsen company's mill site to a railway company was discussed, and while the owners of the property denied the sale, the opinion was expressed that there was some truth in the report.

The announced purpose of the Harriman system to establish a freight center on the east side was warmly commended by several speakers. The long dormant subject of an all-east side car service was revived, and the committee on street car service was instructed to urge the inauguration of such a service. The effort of the Woodstock and Mount Scott Improvement clubs to get a better car service for the southeastern part of the city was taken up, and the assistance of the association was promised. W. L. Boise, Thomas Hielop and C. H. Raffety were appointed to confer with the school board relative to the use of the school grounds for the full 60-foot width between Twelfth and Thirteenth streets, thus giving a good approach to the new high school grounds.

The meeting of the St. Johns council last night was the tinnest gathering of that ordinarily strenuous body since the announcement of the appointment of ex-Mayor Valentine to the town postmastership. A small bunch of red fire was set off when the ordinance decreasing the area of the fire limits came up for final passage. The new fire limits are so drawn as not to include the site of the new city hall. This so incensed Chairman Raser of the building committee that he announced his intention to oppose the erection of the new building what is now city hall purposes. A majority of the council disregarding the threat of Councilman Raser, voted for the passage of the ordinance.

City Attorney Greene, by request of the council, gave a written opinion sustaining the expenditure of the \$10,000 voted for city hall purposes, in the erection of a structure to be partially paid for by the city. The \$10,000 will be used as far as it will go, and then another issue will be made to complete the structure. Jeffrey A. Lemon, attorneys of Portland representing the Hyland, presented a demand for \$5,000 damages. Hyland contends that because of negligence on the part of the city officials the steam shovel cutting away was seriously injured. The city attorney was instructed to investigate the matter and report the facts, together with written opinion as to city's liability, to the next meeting of the council.

Ordinance ordering the improvement of Hayes, Charleston and Ivanhoe streets was passed. The South Jersey street improvement was accepted.

Residents in the vicinity of the gravel pit at North Mount Tabor complained to Councilman Kellaher yesterday that their homes were being damaged by the steam shovel cutting away at the banks. The Pacific Bridge company, which has several fill contracts on the east side, gets most of its fill material from these gravel pits.

The steam shovel in use for loading the company's cars has cut away several acres, in places 50 feet deep. The owners of the adjoining property are alarmed over the prospect, and are demanding that some action be taken to put a stop to the excavations. They claim that these huge holes and gashes are unsightly and are destroying values in that part of the city. Councilmen Kellaher and Bennett have agreed to make a personal inspection of the condition with a view to remedying it if possible.

## BAY STATE DEMOCRATS MAY NOMINATE MORAN

Boston, Mass., Oct. 2.—On the eve of the Democratic state convention, which is to assemble in Tremont Temple tomorrow, District Attorney John B. Moran seems assured of the gubernatorial nomination. Mr. Moran has already received the nomination from the Independence league and his nomination by the Democrats will mean another victory for the Hearst organization. His candidacy has badly disrupted the Democratic party in Massachusetts. The conservative element, headed by Josiah Quincy, chairman of the state committee, has had difficulty from the start in finding a suitable candidate to oppose Moran. After casting about for several weeks the conservatives decided upon Henry M. Whitney. Mr. Whitney withdrew from the field some time ago after it had been intimated that former Governor William L. Douglas might be induced to accept the nomination. He later reconsidered his withdrawal and announced himself willing to accept the nomination, but he has made no contest to secure it.

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# MOYER THIRD AND OAK

## MOTOR CARS TO SPEED FOR CUP

### Eighteen Swift Automobiles to Participate in Vanderbilt Contest Saturday.

(Special Special Service.) New York, Oct. 2.—Eighteen of the swiftest motor cars in the world will start in the Vanderbilt cup race on Long Island next Saturday, and with possibly few exceptions every machine in the race will be "doped" in much the same manner as a race horse on a six-day bicycle rider is "doped" for a race. In this way more power is added, and instead of a racer being endowed with 150 horsepower, as stated on the official program, it will generally be found that that power is many times greater because of the "dope."

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Soup Meat, per lb.	4c	Sausage, per lb.	10c
Liver, per lb.	5c	Frankfurt style Sausage, per lb.	10c
Oxtails, each	5c	Prime Rib Roast Beef, per lb.	12c
Boning Beef, per lb.	5c	Prime Rib Steak, per lb.	12c
Beef Steer, per lb.	5c	Loin Steak, per lb.	12c
Short Ribs Beef, per lb.	5c	Loin Roast Mutton, per lb.	12c
Mutton for Steer, per lb.	5c	Loin Mutton Chop, per lb.	12c
Corned Beef, per lb.	5c	Pork Roast, per lb.	12c
Mutton Roast, per lb.	5c	Pork Chops, per lb.	12c
Veal for Steer, per lb.	5c	Veal Cutlets, per lb.	12c
Shoulder Steak, per lb.	5c	Pressed Cooked Cornbeef, per lb.	12c
Best cuts of Pot Roast, per lb.	5c	Hams, choicest quality, per lb.	17c
Round Steak, per lb.	5c	Breakfast Bacon, very choicest, per lb.	17c
Roast Veal, per lb.	10c	Pure Lard (we do not handle compound or mixtures), 5 lbs.	80c
Breast Veal, per lb.	10c	Chuck Steak	5c
Rolls Roast Beef, per lb.	10c	Our best own production; our pork and veal are fresh, country killed—our own selection. No Eastern cold storage stuff with us. That's why everybody likes our meats.	

The examination for admission yesterday were: Moses Humauer, W. C. Bryant, Charles V. Galloway, William G. Hale, William H. Hornbrook, Tyson Kinsell, Lawrence A. Liljequist, Hugh S. Montgomery, Vine W. Pearce, George N. Farrin, W. E. Farrington and A. F. Leonard.

Abertson's Postal Business. (Special Dispatch to The Journal.) Abertson, Oct. 2.—Postmaster R. F. Campbell has made his report for the last quarter of the fiscal year, which shows an increase over the year 1905 of \$4,286.89, or 22.2 per cent. The receipts for 1905 were \$14,496.13 and for 1906 they reached the sum of \$18,783.02.

Opening Dance. Professor Eaton's opening dance Thursday evening, October 4, Arion hall, Fox orchestra. Admission, 25 cents; ladies free. Preferred Stock Granted Goods. Allen & Lewis Best Brand.

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