

WAGNON AMENDMENT IS CUT BY EAST SIDE CLUBS

Business Men's Association Denounce Measure Which Annuls Two-Mill Tax.

WOULD HAVE TO ABANDON BRIDGE IMPROVEMENT

Connellman Bennett Leads Attack Against a Change in Charter—Adoption Would Place Period on Madison Street Bridge Work.

Wagon's proposed free water amendment to the city charter was condemned last night by the United East Side clubs because of the omission of the 2-mill bridge levy which would curtail the plans adopted by both the Portland board of trade and the Associated East Side clubs, regarding the reconstruction of the Madison street bridge. Connellman Bennett led the attack on the Wagon amendment and was closely followed by J. B. Lahar, secretary of the board of trade.

Every effort will be put forward to secure a new structure across the river from Hawthorne avenue to Madison street, that will be a model of modern bridge construction and a permanent improvement. F. H. Slouy and J. B. Lahar of the Portland board of trade presented the plan as decided upon by the board of trade which were endorsed by the clubs.

Connellman Wagon Amendment. The bridge proposed will have a steel viaduct at the east approach above the Southern Pacific tracks on East First, East Second and on East Third and will be on a level with the second story of the warehouses on Hawthorne avenue. Such a bridge will cost more than the \$450,000 provided by the initiative measure and the 2-mill tax will have to be drawn upon. Therefore Wagon's amendment was counted out.

The bridge will be nine feet higher than the present structure, and will be 50 feet above low water, city standard. Ninety per cent of the boats that now have occasion to pass under the structure will then be able to do so without disturbing the traffic on the bridge. Steel approaches will be built at either end to protect them from fire. The east approach will rise from Union avenue, or perhaps from Grand avenue, so that the danger from passing trains will be eliminated. G. Evert Baker, C. Ben Riesland, L. W. Wells, H. B. Dickinson

DEATH TRAP UNDER SIDEWALK WAS WAITING FOR VICTIM

For 30 years people passing over the sidewalk in front of the house at 109 Eleventh street have been walking over a death trap. An old well or cess-pool lay under the walk and it was covered only by a thin plank. The well is 10 feet deep and if anybody had ever dropped into it during the "wet era" hours of the morning only himself would hear his voice.

The cess-pool was discovered by Deputy City Engineer Carr when he was inspecting the sidewalk on Eleventh street.

POLICE CALL COST LIMB PRESIDENT \$250

Alteration Over Cork Leg Stock Results in Employee Receiving Damages.

Because he was too ready to call a policeman to interfere in a business transaction, B. S. Pague, president of the Portland Artificial Limb company, who is also a lawyer, must pay William Kelly \$250. Kelly is a cork leg expert, who worked for a rival firm, but whom Pague and his associates were anxious to get under their own roof. Pague gave Kelly 250 shares of stock of his company as an inducement for him to sign a two-year contract to make legs in the Portland shop, but afterwards tried to take them away from him. Kelly objected and Pague called a policeman. The sight of the bluecoat and the station house frightened Kelly, and he turned over the paper, but afterwards sued Pague, Secretary Schwendtmann and the company for \$5,000 damages. A lawsuit was granted in the case of all but Pague, whom the jury assessed \$250.

MAY COMPROMISE ON TAX BILL

Mrs. Montgomery Willing to Pay \$50 of Assessment of \$399 Against Her.

Whether a notice published in a weekly newspaper in another city is sufficient warning to an owner of property that is about to be sold for delinquent taxes is a matter that will very probably have to be settled by the courts. The case is now before the council.

The complainant is Mrs. Mary Phelps Montgomery, widow of the late J. B. Montgomery. Mrs. Montgomery says in her communication to the council that the city of Albina assessed her property for the improvement of Vancouver avenue, formerly Abernethy street, for \$399. This was in 1905, one year before Albina was annexed to Portland. The notice, she says, was published in a weekly newspaper in Albina, but no notice was ever given her or a copy of the paper sent to her, and she had no warning that she was delinquent.

Mrs. Montgomery also says that no ordinance was ever passed by the Albina council declaring the cost of the improvement and the proportionate shares against the property. She is willing to compromise with the city for \$50, and she will pay that amount if the council agrees to accept it. The offer was made through her attorney, W. M. Gregory, and it will be brought before the council at the next meeting.

About to Get Married.

Our free Friday offer will especially interest you; watch for it! Royal Oakery company (makers of famous "Table Queen Brand").

DIG CANALS IN A HURRY

Excavating Machine for Irrigation Work Will Revolutionize Present Methods.

C. C. HUTCHINSON, PIONEER IRRIGATIONIST, INVENTOR

Promoter of First Reclamation Project in Crook County Designs New Gasoline Digger to Facilitate the Handling of Dirt.

The Woods Machinery company is building an excavating and ditching machine that will, it is alleged, revolutionize present methods of digging irrigation canals and ditches, and grading for roads or other purposes.

The machine is driven by gasoline power. It was invented by C. C. Hutchinson, who was the original engineer and promoter of the Deschutes Irrigation & Power company's irrigation project at Bend. The new ditching machine is the first of its kind ever constructed. It will be completed within a few weeks, at a cost of \$5,000, and will be put to work in the canals of the irrigation company at Irrigon, Oregon. Mr. Hutchinson, speaking of the experience that prompted him to invent the machine, said:

Do Way With Horses. "In irrigation canal construction one of the greatest difficulties confronted in eastern and central Oregon is that of maintaining a large force of horses. They require a great deal of feed and water, and both are scarce wherever large irrigation works are to be built. In our work on the Deschutes we soon ran up all the feed in Crook county. We had to haul water long distances daily, and it cost a lot of money to transport sustenance for our horses, to say nothing of the provisions for a large force of men engaged in excavation work."

A number of ditching machines are in use, pulled by horsepower. None of them are reversible. That is, they unload the dirt only on one side, and when the machine has made the trip one way, it has to return empty to the starting point, and begin over again.

Power From Gasoline. "The new machine can be run at night by placing torches on it. The only thing to be hauled to supply it is

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We absolutely agree that your money will be refunded should you buy a 50-cent box of Mi-o-na stomach tablets and not be satisfied with the results. Mi-o-na is sold by druggists everywhere, or will be sent by mail on receipt of price, 50 cents. Bock's Mince Company, Buffalo, N. Y.

Gasoline. It runs with only two men on a shift. Gasoline power not only drives the traction engine, but operates the conveyors independently of the motive power, so that dirt can be unloaded while the machine is stationary.

It has two conveyors, one of which is reversible and will throw the dirt out on either side, so that the machine will work on a side hill both going and coming. It is equipped with a scoop that handles the light ash soils of eastern Oregon, where the plow machines are entirely useless.

The working speed of the machine is two and a half miles an hour. When traveling on the road as a traction engine it runs six miles an hour.

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