

# UP-TO-DATE STEAMSHIPS WOULD CLEAN SWEEP

### Any Company Which Will Improve Present Disreputable Ocean Travel Situation Between Portland and 'Frisco Could Take Business Without Effort.

For more than two years trains over the Shasta route have been running so-called steamships of the Harriman company have been so crowded with business that they frequently left freight and passengers behind. This great volume of coastwise business is a permanent growth. This question is being asked: "If Harriman and his man Schwirn are not going to improve the situation, would it not pay some other steamship company to do it?"

A few fast, up-to-date passenger steamships running between San Francisco and Portland would clean sweep the business of carrying people up and down this coast. That this statement is more than mere conjecture is shown by the fact that the transportation has become so plainly apparent that the most conservative transportation judges freely admit it as a fact. Speed, luxury and safety are what the traveling public seeks, and one or all are absent from the railroad line between Portland and San Francisco and the present Harriman steamships that operate along this coast. The company that will place up-to-date vessels with watertight compartments, fast, powerful engines for speed, and cabin appointments befitting a modern coastwise passenger vessel will do an enormous and profitable business.

**Ships Beat the Trains.**

The trains of the Southern Pacific between San Francisco and Portland travel 72 miles, at about 12 miles an hour. Ships can make the voyage within 48 hours, and with proper construction can easily make 40 miles an hour. Thus the passenger by vessel would go from San Francisco to Portland luxuriously and safely in 21 hours, while the train requires 48 hours—and frequently 40 to 46 hours, as the Shasta route trains are usually from two to 10 hours.

More and more it is becoming a conviction in the minds of the people that a fast steamship line exclusively for passengers is the best solution of the transportation problem between Portland and San Francisco. The ships that Mr. Harriman runs are old, slow, and of very ancient type. There is no more reason in trying to carry passengers on a freight ship than on a freight train. It is logical to abolish all passenger trains on the Southern Pacific railroad and substitute "mixed" trains in which the existing steamship service by the Harriman companies between Portland and San Francisco. There are the great advantages of a modern steamship line, and the view among business men, travelers and shippers, who have for years been in close touch with local conditions on this coast, and who are patiently waiting for the existing transportation company to inaugurate a service that would be up with the times and would develop instead of repress business.

**Harriman Advertisements Knock.**

The Harriman railroad lines have spent a great deal of money advertising the beauty and grandeur of the Pacific coast, and inducing people to make the trip for pleasure or for permanent settlement here. It is these companies have through their advertisements.

# HANDLES NEVINS WITHOUT GLOVES

### B. F. Jones Has a Serious Kick Against Railroad Superintendent.

# TRAIN SERVICE POOR ON CORVALLIS LINE

### Venerable and Decrepit Vessels Made to Do Service on the Harriman Lines Are Utterly Inadequate and Unsafe—Overcharges on Trains.

The following communication was received today by The Journal from B. F. Jones:

Newport, Or., Aug. 9.—Under glaring headlines, your Salem correspondent gives what he calls a complete answer by Mr. Nevins, superintendent of the C. & E. railroad, to the complaint I recently filed with the railroad commissioner. I did not file the complaint with the view of going into a newspaper controversy, but since Mr. Nevins has seen fit to make a personal attack and an insulting remark about my family, I beg space in The Journal to further air the matter.

Mr. Nevins, who understands, has only been manager of the Harriman combined freight and freight train over the C. & E. for less than a month and who probably has never been over the road a half dozen times, assumes to know all about matters pertaining to Lincoln county. Now, to say the least, Mr. Nevins' insubstantial statement which he refers to as my misleading and while it may not be false, like most of his inspired articles from an Albany attorney, yet he says in substance that only carried 2,784 passengers over the C. & E. to Newport, or an average of 111 per day, while he says the company had a capacity of 4,000.

**Train Starts Fully Laden.**

He does not tell the public how many local tickets he sold to passengers to way stations, and he does not mention the fact that on Wednesdays, Saturdays and Sundays, the days that nearly all the excursions go, 150 to 300 go over. With his three or four old coaches and these large crowds, and give seats to the passengers? Other days in the week the train has a capacity of 111, as he says.

Mr. Nevins knew anything about the conditions over this road, that he assumes to manage, he would know that trains often leave Albany with all seats full and when they arrive at Corvallis or the West Side division there are from 25 to 30 people to get on at Corvallis and take the train for Newport, and he would have an extra car of two at Corvallis to accommodate these people.

**Knows Yachina Bay Conditions.**

Mr. Nevins says the reason for the delay of 45 minutes at Yachina is that the passengers request them to wait for their baggage. If there are 25 campers who want them to wait 45 minutes there are a hundred who stop at cottages and hotels who don't want to wait this time in the cold wind, and

**Why Fret and Worry.**

When your child has a severe cold, you need not fear pneumonia or other pulmonary diseases. Keep supplied with Ballard's Horehound Syrup—a positive cure for colds, coughs, whooping cough and bronchitis. Mrs. Hall of Sioux Falls, S. D., writes: "I have used your wonderful Ballard's Horehound Syrup on my children for five years. Its results have been wonderful. Sold by all druggists."

one of my girls in his seat with himself and another girl.

Mr. Nevins says I recently boarded the train at Toledo holding Newport excursion tickets that were not validated. Here he again tells a falsehood. The facts are, I got on the train at Toledo after I paid my way from Newport to Toledo and I had a round trip ticket from Corvallis to Newport and the instructions on the ticket were, "To be signed by the original purchaser of the ticket at Newport," and at that time Mr. Nevins' summer agent, or at least some call him that, the summer agent, had not opened his office, and did not for a week later, and I could not get the ticket validated and so I informed the conductor and he let the cigars with me for the crowd in the smoker that I was wrong and when he examined my ticket confessed that I was right and said he would bring it to the attention of the proper officials.

**The Rogue River Complaint.**

Mr. Nevins says I did this to beat the railroad company. I pay my railroad fare from choice, not because I have to do so, for I could have had the regular annual employee contract pass over all the Southern Pacific and O. R. & N. companies lines in Oregon, did I want it freighted, as attorney as alleged, and the fact that attorneys have in nearly every town in Oregon of any importance.

The advertising business has been a large measure wasted because the traveler, after he comes here and gets the service with water and rail that are given by the Harriman lines, will probably never come again. The highest rates known for rail and water transportation are set by the Harriman lines on the Pacific coast, and the poorest service goes with these high rates.

It has been the history of transportation companies that the public must force them to expand and improve. The first principle of a transportation manager is to make the line pay a dividend, his next principle is to let well enough alone, and the third is to keep the right side of the ledger he resents any suggestion of rates, because they might overturn the results of his long and directed efforts to make the line pay in his concentration of thought over the detail problems of his business, he fails to see the larger phase of the situation and the greater growth that is awaiting greater facilities and lower rates. The railroad companies that a few years ago were agast at the suggestion of two cents per mile are today making more money than ever before in their history. The streetcar lines that formerly charged 10 cents per passenger for distant suburbs, are today unable to furnish enough cars to carry the residents of those suburbs—built up by five-cent fare, and now furnishing the bulk of the company's revenue. During the same period the stocks of all these companies have risen to more than double their former values.

**Passengers Demand Service.**

The transportation business of the Pacific coast long since passed the stage of doubtful profit, and has become a source of sufficient revenue to accommodate the public that clamors to be carried. The traveler by land resents the idea of paying passenger rates to be carried on a freight train. He does not want to stop at every station and wait for the train to be switched about and piled up with freight. The object is made to traveling on a freight boat.

The passenger from San Francisco to Portland wants to come through and use is not interested in stopping at three or four wharves en route for four hours to put up with the old-fashioned electric lights, turning room, and the conveniences that modern invention have placed on the coast, and the business poor. If he has been induced to come to the Pacific coast to see its beauty and grandeur, he will not be satisfied with the poor. If he has been induced to come to the Pacific coast to see its beauty and grandeur, he will not be satisfied with the poor.

Mr. Nevins had any care for their welfare he could bring their baggage down later.

Mr. Nevins says I visited a wonderful lack of knowledge of safe and adequate navigation on Yachina bay and that country, off which the information of the gentleman of the Harriman line, that I settled on Yachina bay in 1870 and for 25 years ago I have lived on Yachina bay, and that I have had a captain's license to navigate steamships on Yachina and other navigable waters of Oregon for over a quarter of a century. I can give you some information about the splendid safe and comfortable steamer Richardson, that he claims to be the only safe and proper boat to run on Yachina bay, in the order he says, to give the public good, safe and adequate transportation.

**History of the Richardson.**

I pulled the bells over the machinery that is now in the Richardson in 1882 and 1883. The machinery was then in condemned and the machinery taken out and placed in a new hull which was christened the T. M. Richardson. Old steamboat men do not know how old the machinery is. The hull is only 19 years old. The Richardson in its best days was never licensed to carry over 100 passengers and for a number of years the owners have had hard work to get the government officials to pass it up for license.

I want to say now and here that Captain Jacobson and his associates are not to blame at all about transportation conditions between Yachina and Newport, for the reason that the railroad people have promised every year that they would continue their road on down to Newport. And a year ago the agent vowed to the citizens of Newport that they would run their trains to Newport this season, and upon these promises the Captain Jacobson did not build a new boat to better conditions.

**The Richardson a Cripple.**

Nevins may enter another protest here and say that the Southern Pacific only recently took over this property, but it won't go, as the people all know that Harriman has operated this line ever since it was bought for \$100,000, a road that formerly cost six millions.

The only safe boat on Yachina bay, yet he knows that the Richardson now lies at her dock at Newport broken down and that these same little unsuspected launches, as he calls them, are now and have been for the past ten days and at other times this summer when the Richardson has been out of commission, carrying all the passengers just in the same manner and towing the same old boat-house scow that the Richardson tows when it is able to navigate.

Mr. Nevins says I am interested in the fact that the Southern Pacific has some of the same old machinery on Yachina bay, none of which are subject to inspection. I do not own any interest in any boat, not even a skiff, on Yachina bay. No one knows it better than the man who wrote the article for Mr. Nevins.

**Says Nevins Told Falsehood.**

When Mr. Nevins says that Mrs. Jones and myself took the smoker from choice he tells a cold-blooded falsehood, and when he attempts to justify the shortcomings of the Harriman system of railroading in Oregon by attempting to cast a slur on the kind of many of the Harriman hirelings are who have for years held full control of the freight and passenger conditions.

As for my self, any old place will do for me to ride, and I do often ride in the smoker, when they have one, from choice.

The facts are that on the 24th of July Mrs. Jones and I, with a large party from Independence, boarded the train at Corvallis and I went through all the cars time and again, as 50 people will testify, and tried to get seats for my wife and girls, and I finally seated Mrs. Jones and the girls in the same manner and smoker, very much against her protest.

**That Non-Validated Ticket.**

Just before we got to Philomath, the conductor came to our seats and in the presence of several Corvallis business men—one I remember was Mr. Hirston—said, "I'll try and get your wife a seat after we leave Philomath." But still there was no seat, and just before we got to Wren the brakeman came and said, "I can get you a seat for your wife." He said, "As the train stops we will go into the other car and get more people got on and we could not get seats." At the next station I got a seat in the passenger car for my wife and a kind old gentleman took

**RECIPE FOR SKIN AND FACIAL BLEMISHES.**

At this time of the year, owing to the varying diets, it is difficult to keep the face and neck free from eruptions.

The simple formula below is given out by Dr. Jean Valier, the renowned dermatologist of Paris, and is said to be the most effective obtainable for a complexion restorer and skin food as well as for removing blackheads, pimples and blemishes. The ingredients are procurable at any well stocked drug store, and are as follows: Two ounces Rose Water; one ounce Spirits of Cologne; four ounces Sartin (crystallized).

Put the Sartin into a pint of hot water (not boiling), and after it is cooled, strain through a fine cloth and add the Rose Water and Cologne Spirits.

This is to be applied daily, and massaged thoroughly into the skin. It is an inexpensive preparation and the above formula will make sufficient for a month's treatment, even if persistently adhered to, is said by those who have tried it to produce amazing results, even for the worst complexions.

**Navigation Obstructed.**

I also want to call the attention of his lordship that complaint is being made at the rate of four to five cars from Elk City to Albany, or about \$5.00 per ton. And if the railroad commission should visit Yachina I would ask them kindly to stand for a while on the rear platform that they may see dozens of lies so rotten that they won't hold the water. The bridge is out of place to examine the bridges and tunnels.

For 20 years this company has been throwing thousands of tons of dirt and trees into the navigable waters of Yachina bay, destroying a fishing industry, and as a result the bay from a point below Mill creek and on to and for miles below Toledo the bay has shoaled up from two to four feet in places and at Toledo, the bay is gone by vessels carried lumber to San Francisco, now an ordinary river boat cannot enter under half its load. It will cost the government \$250,000 to remove the dirt thrown into the bay. I have seen men and boys with scrapers for days at a time, only last winter, dumping dirt into the navigable water of the bay. I complained to the secretary of war about this, and he said that the piles in the bay. The secretary of war ordered the fishermen to take out the piles they had driven but the Harriman railroad system is too big a concern to obey either the state or national laws. (Signed) B. F. JONES.

# AT THE THEATRES

**"The Undertow."**

"The Undertow" at the Marquam is the drama which all the politicians are discussing. It has to do with grafters and political machines and shows how the franchise thieves are overthrown by a newspaper reporter. Seats for the remaining performances are now on sale.

**"A Bachelor's Honeymoon."**

"A Bachelor's Honeymoon" at the Star is a rattling comedy which was used by one of the leading comedians of America several seasons. The play has never before been offered at bargain prices. Last performances Sunday. Seats are now on sale.

**Grand's Big Act.**

The big act at the Grand this week is Ibsen's playlet, "Friendship," a satire on the modern society drama. This little sketch, written by the famous Norwegian dramatist, has attracted thousands of people to the Grand this week, for it is a distinct novelty.

**"Are You a Mason?"**

Comedy will be the bill at the Marquam next week when the Stockwell-MacGregor company presents "Are You a Mason?" Theatre-goers know that there are few better comedies on the stage than this, as it has been a success for a number of years.

**"Jim the Westerner."**

All those who have seen "Jim the Westerner," the great melodramatic success of the Allen stock company at the Lyric this week will agree that it is one of the best that has been produced at that theatre. It is a melodrama of the east and west.

**"The Two Orphans."**

Commencing next Monday night the Allen stock company will appear at the Lyric in the famous old classic melodrama, "The Two Orphans." There have been few plays in the present generation that have made as deep an impression that this one has. Special scenery will be used for the occasion.

**"The Scout's Revenge."**

Next week the stock company at the Star will present the new comedy, "The Scout's Revenge." This is one of the most popular of the recent western dramas. It is a fast and furious action taken from life. A special scenic investiture will be given.

# MOVING AN IDAHO TOWN TO RAILROAD

(Special Dispatch to The Journal.)

Lewiston, Ida., Aug. 9.—Today is the first of a series of moving days for the town of Ho, Idaho. Houses, stores, stables and even the big hotel will for the next week be seen moving to the new townsite a short distance away. Ho is bound to have a railroad, and as the road will move today, the town will move to the road. Houses have been jacked up and placed on timbers, and even the stores and public buildings are up to the streets.

The new townsite has been laid out. The streets which, in the old town are narrow and crooked, in the new are broad and straight. All of them have been graded and the whole town planned. The only office which will not move today is the postoffice. No authority for changing this has been received, but assurances have been given that the order will soon be issued. The moving operations will take about a week.

# BUNGLING ATTEMPT MADE AT HOLDUP

(Special Dispatch to The Journal.)

Salem, Or., Aug. 9.—A daring attempt at robbery was made last night about 9 o'clock in which O. A. Smith, residing near Salem, was severely beaten. This took place in the Chinese quarter on Ferry street between South High and Liberty street corners. This place is not lighted and is one of the best frequented spots in town. The man attacked had been drinking with his assistant. A third man in the party was also intoxicated.

Both agreed that on an elevated place in the sidewalk the man, whose name neither knew by name and whom they had never seen before yesterday, struck Smith a severe blow, demanding his money. Simultaneously over the railing by the shock and his assailant immediately followed, still attempting to compel him to give up his money. The man who had in his possession. When the third man, who was a few yards ahead, came back the robber fled. The police are now attempting to find the identity of the person who attempted the crime, but so far without success.

# A LUNCH SUGGESTION

# Grape-nuts

### with cream or good milk

Add a little fruit and you can laugh at the lunch problem these hot days, and yet keep cool and well nourished.

This simple lunch will carry you the whole afternoon and leave you well fed and contented.

A fact, and easily proved by trial of

**GRAPE-NUTS**

"There's a Reason"

**1 4 Off**

Marks the close of this greatest sale of Dining Furniture, namely, Sideboards and Buffets. One fourth off on our prices means about one-half other store prices. This is no hollow statement. Proof is convincing. We will convince the most skeptical minded person. Seventy-five styles included for your selection. Each style a model in its kind. Each piece productive of more honest furniture value than any other furniture house can produce, and every price subject to one-fourth reduction.

### \$1.00 DOWN — THEN \$1.00 ONCE A WEEK

# About Those Sideboards and Buffets

They are every one stamped with the "Gevurtz" quality. Every style known in the perfect mold of high art furniture presented. Some are in the massive plain construction. Solid quartered oak or weathered oak. Others in the most elaborate design, with exquisite hand-carved features. All at one fourth off. A little down, \$1.00 each week.

### All out of town orders mailed Saturday and mentioning this ad will be given benefit of sale prices.

# SATURDAY SPECIALS—PARLOR STANDS

Square, oval and round tops, fancy, carved and plain. An assortment bound to please every one. All sorts of choice woods, rightly put together. Solid quartered oak, mahogany, walnut, tuna mahogany, plain oak and quartered finish.

\$1.50 Stands	\$1.15
\$2.00 Stands	\$2.25
\$3.50 Stands	\$2.65
\$4.00 Stands	\$3.00
\$6.00 Stands	\$3.75
\$11.00 Stands	\$8.75
\$12.00 Stands	\$9.00
\$12.50 Stands	\$9.25
\$15.00 Stands	\$11.50

Complete sets and single pieces parlor furniture at all prices.

# Special for Saturday Silverware

Fifty per cent more silver is deposited on our sectional plated goods than used in any other standard plate. The extra deposit of silver is on the parts exposed to wear. There is no need of further explanation, as this is the only one.

HOMES & EDWARD

**THE VERY BEST**

Every piece warranted. Regular price for set of knives and forks \$5.50.

**Special \$3.25**

# NEW ELECTRIC LINE IN IDAHO OPENED

(Washington Bureau of The Journal.)

Boise, Ida., Aug. 9.—The first trip with an electric car between Boise and Caldwell on the Boise & Interurban railway has been made by a party made up of friends of W. E. Pierce, promoter and manager of the road. The new road was a revelation in the matter of construction. It is remarkably smooth and occasionally on the trip a speed of 50 miles an hour was reached. An enthusiastic crowd of people greeted the arrival of the car at Caldwell and dinner was served for the party at the Saratoga hotel. It was a big day for Caldwell as well as Boise. The new line will work wonders in the development of this portion of Idaho.

# DOES A HEAD HOP UP AND DOWN STAIRS

Alexander Patty, member of a European family making its first appearance in America with Ringling Brothers' circus, bears the unique distinction of being the only man on earth who can walk on his head. Patty, with hands in his pockets and legs in the air, does a head hop up and down stairs. In this same inverted position he skips the rope.

**1 4 Off**

**SATURDAY**

Marks the close of this greatest sale of Dining Furniture, namely, Sideboards and Buffets. One fourth off on our prices means about one-half other store prices. This is no hollow statement. Proof is convincing. We will convince the most skeptical minded person. Seventy-five styles included for your selection. Each style a model in its kind. Each piece productive of more honest furniture value than any other furniture house can produce, and every price subject to one-fourth reduction.

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HOMES & EDWARD

**THE VERY BEST**

Every piece warranted. Regular price for set of knives and forks \$5.50.

**Special \$3.25**

# 20% Discount On Men's Suits

To the man who is acquainted with "Gevurtz" prices this will have a very significant meaning, for it is a fact that a 20 per cent reduction here means a 40 to 50 per cent reduction of other stores. In addition to the price saving you have the full benefit of our popular credit system. A little down, \$1.00 each week.

# Suits for Now and for Fall

Light shades and light mixtures for now, and all the hot days to come. Medium weights in plain staple colors or neat mixtures, good wearing fabrics for all seasons. Then the heavier materials for cooler days to come. An assortment bound to find pleasure in every man's opinion.

**Man's Best Efforts**

Are shown in every thread, every pad, every hang of every suit. Men who appreciate their position at the head of "tailoring row" and know they must retain their position. These suits are handed to us by these tailors with their stamp of approval. They know what satisfaction men will feel in wearing the suits.

**A Little Down—\$1 A Week**

# A Few Style Hints to Women of Stylish Taste

<b>Golf Jackets and Sweaters</b>	<b>Spec. Early Fall Covert Jackets</b>	<b>Saturday Skirt Spec'l</b>
Just opened up and as pretty an assortment as could be gathered together. Many styles that differ from those of former seasons. Quality, only the best in every garment. Prices considerably lower than usual, \$5.00, \$4.00, \$3.50, \$3.00 and ..... \$2.75	All style sheets promise that these will be much worn and exceedingly popular. They surely deserve whatever popularity they may have, for the styles are modest, though pronounced. All the new numbers marked to \$24.00, Saturday ..... \$16.45	Not a few but many. In fact, every skirt in the stock we can gather together for the price. Extra sizes as well as regular ones. Styles that will be worn this fall. Values from \$5 to \$7.50, Saturday, \$3.95

**A Little Down—\$1 A Week**

### A LITTLE DOWN — \$1.00 A WEEK

**"GEVURTZ SELLS IT FOR LESS"**

**GEVURTZ & SONS**

GEVURTZ BLOCK BOUNDED BY YAMHILL FIRST AND SECOND STS PORTLAND

HIGHER GRADE FURNITURE FOR LESS Money

MORE CREDIT To More PEOPLE On More Liberal Terms