

THE ONLY SOLUTION TO TRAFFIC OVER RIVER

City Trying to Overcome Harassing Problem Wrong Way, Says McKenna—Tunnel Under Willamette for Teams and Cars Could Be Built for \$1,000,000.

Portland has reached a stage in its growth when it is necessary to build a subway under the Willamette river for streetcars, wagon and foot travel," said F. J. McKenna. "Instead of putting up another big bridge at Madison street that would be an obstruction to navigation and a constant aggravation to the traveling public that has to cross it, the city and county should put a tube under the river at that street."

McKenna declared the city of Portland, if it is going to have the New York of the Pacific, must begin to look further ahead into the future and anticipate the city's needs. The years pass quickly and the city's population increases. The city's property grows enormously every year. The men who are moulding the city's policies must grasp bigger problems and handle them with more dispatch and broader views than are now being exercised in the short-sighted plans to put more bridges across the harbor. Mr. McKenna said:

"Every bridge across the Willamette river has to be replaced practically every 20 years. The maintenance bill and expense of draw operation mount up to a very large sum. The use of the bridges has to be divided between the people who cross it and those who go through it, and neither faction is ever satisfied. There is and always will be a continual agitation and war for and against keeping the draw spans closed during rush hours."

Imperative Need Shown.
"Those who argue that the city is not large enough to make a subway necessary have only to be answered by pointing to the four big bridges that are already congested during the busy hours of the day, and the clamor for a fifth bridge across the harbor."

"What this city should have right now is a subway 45 feet wide, providing double track street railway, and on each side for wagons and outside of these a walk for pedestrians."

"Such a subway, once built, would be there for all time, with little or no expense for maintenance, and no annoyance to navigation. It would afford more revenue to the city from streetcar operation than it than a bridge could possibly earn. It would yield the city

and county a good return on the investment, and be infinitely more useful and satisfactory than even a high bridge. In my judgment it could be built for about the same money a first class bridge would cost to carry the same traffic."

Business Undertaking for City.
McKenna called attention to the fact that the city of Portland is now in excellent condition financially to build a subway. He thought the subway could be built for from \$500,000 to \$1,000,000. As it would earn a revenue, it would be in the nature of a business undertaking.

The city could under the law bond itself for \$13,000,000 if that much money were necessary to carry out public improvements. Water bonds do not count against the city in reckoning its legal limit of debt, as waterworks are in the class of revenue earners. The city of Portland would not have to pause on account of cost of a subway, should it be thought wise to build one. It is believed it could be completed within a year, at a cost not exceeding \$1,000,000.

McKenna believes the tunnel should be 40 feet deep at the channel for a width of 40 feet, and then slope upward toward each side of the river. Should the river be more than 40 feet deep at the point of crossing, one or two tunnels should be put under it to adjust the depth. The subway should be a steel tube, lined with concrete. It should be made to carry telephone and telegraph wires, and the additional Bull Run pipe line.

"Portland cannot afford to sacrifice its upper harbor. What hurts one interest hurts all," McKenna declared. "So far as my personal interests are concerned, it would help them to have all navigation and industrial concerns driven to the lower river, and even to the Columbia river."

"The drift is toward the Columbia and if the upper harbor is blockaded any further by bridges the main ocean carrying trade of Portland will be carried from Columbia river docks. When that time comes it is only a step to the Washington side of the Columbia, and that takes the business out of Portland and Oregon. Portland should strive to accommodate its people by making the two sides of the river one in every way possible. Bridge building really unites the city, but a subway would."

S. & S. NOW CRY "HOLD! ENOUGH"

Packers Hear Storm of Protest and Withdraw From the Field.

When the city council meets this afternoon Schwartzschild & Sulzburger will withdraw their request for permission to operate a packing plant on the present site of Zimmerman slaughter house. This action will be taken because of opposition developed to the project and because of the uncertainty of the plans of the packers.

The action this afternoon at least means a temporary withdrawal of the new packing house proposition, but it is believed the company will later make efforts to locate on the Zimmerman site or secure a location in or near Portland equally suitable.

Talk of Schwartzschild & Sulzburger going to Tacoma or Seattle is not generally credited, because of the known hostility of both sound cities to projects of this kind. Seattle especially is hostile to packing plants within the city limits, and as there is no location near by that would be suitable for the Schwartzschild & Sulzburger plant it is not believed that the packers will go there.

Just what action will be taken by the company is uncertain, and because of the lack of advice from the firm's New York headquarters, J. S. Holsey, representing the packers in Portland, has stated that nothing further will be done by his company at the present time. He also stated that the criticism raised against the project was ill advised, and came from persons who are in competition with his company, as well as from persons who are not familiar with the operation of a modern packing plant.

S. & S. PLANT NEITHER CURSED NOR PERFUMED

A mass meeting of residents in South Portland and Pullman was held in Christ Hall, 1105 First street, last night to discuss the proposed establishment by Schwartzschild & Sulzburger of slaughter house and packing plant in that district. On a final vote requesting Dr. Cottell, councilman from the Fifth ward, to work for the establishment of the plant under proper restriction and government inspection, the resolution was lost on account of a tie vote, which left the matter where it was, so far as the meeting was concerned. Dr. Cottell was called on for an ex-

Nervous Break-Down

Nerve energy is the force that controls the organs of respiration, circulation, digestion and elimination. When you feel weak, nervous, irritable, sick, it is often because you lack nerve energy, and the process of rebuilding and sustaining life is interfered with. Dr. Miles' Nerve has cured thousands of such cases, and will we believe benefit if not entirely cure you. Try it.

"My nervous system gave away completely, and left me on the verge of the grave. I tried skilled physicians but got no permanent relief. I got so bad I had to give up my business. I began taking Dr. Miles' Restorative Nerve. In a few days I was much better, and I continued to improve until entirely cured. I am in business again, and never miss an opportunity to recommend this remedy." MRS. W. L. BURKE, Myrtle Creek, Oregon.

Your druggist sells Dr. Miles' Nerve, and we authorize him to return price of first bottle (only) if it fails to benefit you.

Miles Medical Co., Elkhart, Ind.

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We have been advertising our Celebrated MEN'S SUITS at

\$10

During all this time we have had many imitators and would-be competitors but nowhere in these UNITED STATES can their equal be found— UPTOWN STORES ask \$15 and some even more for the same fabrics. Come in and make us prove it.

WHEN YOU SEE IT IN OUR AD IT'S SO

MOYER 3d and Oak 1st and Yamhill

INITIATIVE AND REFERENDUM MEASURES TO VOTE ON--NO. 4

The fourth of the series of 19 initiative and referendum measures to come before the people in June, is a proposed amendment to the constitution of the state changing the date of the regular biennial elections from the first Monday in June to the first Tuesday after the first Monday in November. The purpose of the amendment is to do away with the necessity and expense of holding two elections in presidential years, as in the present year when the state has a general election in June and a presidential election in November.

The amendment was originated as a house joint resolution by the legislature, and was referred to the people according to law. The resolution as it passed the legislature was House joint resolution No. 7—Proposing amendment to the constitution of the state of Oregon. Resolved by the house, the senate concurring.

The following amendment to the constitution of the state of Oregon be, and the same is hereby proposed: Section 14 of article II of the constitution of the state of Oregon shall be, and hereby is amended to read as follows:

Section 14—The regular general biennial election in Oregon for the year A. D. 1910 and thereafter shall be held on the first Tuesday after the first Monday in November. All officers elected at the regular election shall hold office until the first Monday in January, 1911; and all officers, except the governor, elected at any regular general biennial election after the adoption of this amendment, shall assume the duties of their respective offices on the first Monday in January following such election. All laws pertaining to the nomination of candidates, registration of voters and all other things incident to the holding of the regular biennial election shall be enforced and be effected the same number of days before the first Tuesday after the first Monday in November that they have heretofore been before the first Monday in June biennially, except as may hereafter be provided by law. Adopted February 1, 1907.

NEW ARRIVALS WINGS! WINGS!



WE HAVE THEM IN ALL COLORS
Black Wings, White Wings, Old-Rose Wings, Copenhagen Wings, Cerise Wings, Leather Wings, Light Blue Wings, Brown Wings, Navy Wings, Large Broad Wings —to be found only at the

Wonder Millinery Co.
MORRISON AND FIRST STREETS

WE LEAD—OTHERS FOLLOW

MICROSCOPE ON ALL FRANCHISES

Mayor's Committee Will Closely Investigate Special Privileges.

At the first meeting of Mayor Lane's franchise committee yesterday afternoon the members considered the franchise granted to the Portland Hydraulic Elevator company in 1883 and voted to recommend that it be revoked on the ground that the company is no longer in business. It developed during the discussion that the franchise is now owned by the Portland Railway Light & Power company.

The franchise committee consists of Councilmen Kellaher, Vaughn and Rushlight. They were appointed by the mayor to replace the committee headed by the council at its last meeting, and will have to report to the mayor. Mayor Lane will then in turn report to the council the committee's findings, which will act upon the findings.

Building Permits.
W. E. Jackson, erect store, Twenty-third, corner Lovejoy, \$2,000; H. Prouty, erect dwelling, Ninth, between Olney and Carson, \$1,400; H. W. Grimshaw, erect dwelling, Manhattan, between East Ninth and Banks, \$1,800; James Bryden, erect dwelling, East Twenty-first, between Thompson and Braseo, \$1,000; E. Richards, erect dwelling, East Salmon, between East Fourteenth and East Fifteenth, \$2,000; J. Gittings, erect dwelling, East Thirty-second, between Albert and West Third, \$1,000; W. H. Wier, erect dwelling, Omaha, between Hayman and Portland boulevards, \$1,100; James Shantz, erect dwelling, Thirtieth, between Sawyer and Mason, \$1,200; Thomas Clayton, erect dwelling, Willamette, between Milton and Portland boulevards, \$1,000; E. C. Ripley, erect flat, Seventh, between College and Hall, \$1,750; Foster & Kleiser, erect store, Sixth, between Stark and Washington, \$2,000; H. A. Stowe, erect two dwellings, East Twenty-first, between Salmon and Prescott, \$1,500 each; J. C. Longmire, erect two dwellings, East

tween Cason and Hunter, \$1,400; Mrs. Patton, erect dwelling, Prescott, near Maryland, \$1,500.

Itching piles provoke profanity, but profanity won't cure them. Doan's Ointment cures itching, bleeding or protruding piles after years of suffering. At any drug store.

"Fighting the Beef Trust"
Frank L. Smith Meat Co. 226 Alder Street Bet. 1st and 2d
12c 1/2
Prime Rib Roast Beef, small end, 12 1/2¢
Our especially choice Sirloin Roast Beef, no bone, the finest and tenderest piece of meat that can be bought in the city, 12 1/2¢
Small "T"-Bone Steaks, 12 1/2¢
Porterhouse Steaks, 12 1/2¢
Center cuts of Shoulder Roast Pork, 12 1/2¢
Leg of Pork, 12 1/2¢
Loin Pork Roasts, 15¢
Large, thick Porterhouse Steaks, 15¢
Very light Breakfast Bacon, 15¢
Other cuts of Beef, 3¢ to 15¢
Other cuts of Pork, 5¢ to 15¢
Veal, 6¢ to 15¢
Columbia River Smelt, 5¢
Chinook Salmon, 15¢

See that Smith's name is over the door, then come in. The markets that are right up against Smith's on both sides have no connection with the firm.

Hams, and one half a Ham, 12 1/2¢
Heavy Sugar-Cured Breakfast Bacon, 12 1/2¢
10c
Prime Roast Beef, heavy cut, 10¢
Round Steak, 10¢
Roast Beef from round, no bone, 10¢
Shoulder Roast Pork, 10¢
Hamburg Steak, 10¢
15c
Loin Pork Chops, 15¢
Smith's meats are kept inside the house and protected by fire; they are clean.

Bankers and Lumbermen's Bank

N. E. Corner Second and Stark Streets Portland, Oregon

Capital . . \$250,000

G. K. WENTWORTH, President
JOHN A. KEATING, Vice-President
H. D. STORY, Cashier
F. A. FREEMAN, Assistant Cashier

AMONG THE LUMBERMEN WHO ARE STOCKHOLDERS ARE THE FOLLOWING:

JOHN W. BLODGETT, Grand Rapids, Mich.
ARTHUR HILL, Saginaw, Mich.
W. W. MITCHELL, Cadillac, Mich.
E. N. SALLING, Manistee, Mich.
J. WENTWORTH, Bay City, Mich.
G. W. EARLE, Hermansville, Mich.
G. E. WENTWORTH, Chicago, Ill.
A. W. COOK, Brookville, Pa.
N. P. WHEELER, Endeavor, Pa.
W. E. WHEELER, Portville, N. Y.
G. P. WATSON, Tionesta, Pa.
W. E. MERSEREAU, Portville, N. Y.
L. J. WENTWORTH, Portland, Or.
J. E. WHEELER, Portland, Or.
W. A. DUSENBURY, Olean, N. Y.
J. H. COOK, Portland, Or.
E. S. COLLINS, Ostrander, Wash.

Corner Third and Yamhill Thursday Special Offerings of the Karo-Klapper Co. Mail Orders Carefully Filled

40c Corset Cover Embroideries 23c
760 yards Swiss and Nainsook Embroideries, scalloped and beaded, openwork effects, value 40c. Special for tomorrow, the yard, 23c

7c Torchon Laces 4c
1,000 yards Cotton Torchon Laces, wide range of widths and patterns, values up to 7c. Special for tomorrow, the yard, 4c

40c Net Waistings 21c
250 yards Cable Net Waistings, white, cream and ecru, regularly worth 40c. Special for tomorrow, the yard, 21c

\$1.50 Percale Wrappers 89c
Ladies' Wrappers, made of fine quality percales, yoke and shoulder capes of the very latest designs, circular or square effect, handsomely trimmed with imported braids, separate waist lining, wide flounce, value \$1.50. special for one day 89c only



72-inch Net Waistings, white, cream and Arabian, regular \$1.00 value. 69c Special, the yard, \$1.29 pair

16-Button Length Silk Gloves
Extraordinary offer in Ladies' Sixteen-Button Length Silk Gloves, white, black and pearl gray, double tips, regularly worth \$2.00. Special for tomorrow, the pair, \$1.29

Broken Lines in Men's and Boys' Furnishings

The Residual Stock of Our Great Disposal Sale of the Past Week

Men's Pants
78 pairs Men's Extra Fine Corduroy Pants, regular values up to \$5.00, closing at the pair, \$2.25
About 300 pairs of Men's Dress Pants, guaranteed all wool, left over from last week's sale, closing at HALF PRICES
A few more dozens Men's Working Pants, Carhartt's brand, value \$1.50, closing at the pair, 95¢

Youths' Suits
About 50 left, values \$7.50 to \$18, Half Prices
Boys' School Suits
About 120 Boys' School Suits, residue of the last week's great disposal sale, fancy tweeds and novelty weaves, \$3.00 to \$8.50, closing out at HALF PRICES

Men's Suits
\$25 men's blue serge and fancy worsted Suits, double or single-breasted, closing at \$14.85
\$18.00 Suits, 99.95

Men's Hats and Caps
About 50 dozen more, residue of the great disposal sale, will be closed out as follows:
All styles and colors, values up to \$1.50, 95¢
Values up to \$2.50, \$1.39
Values up to \$3.50, \$2.19