

CIVIL SERVICE ATTRACTS 167,000

Heavy Increase in Applications Is Shown in Commission's Report for 1908—12,000 Positions Added by the Government.

(Special Dispatch to The Journal.) Washington, Jan. 5.—The twenty-fifth annual report of the civil service commission is a special interest, containing as it does a resume of the commission's work during the first quarter of a century of its existence, together with a more detailed statement of the changes brought about during President Roosevelt's terms of office. The report shows that since its establishment in 1883 the growth of the merit system has been continuous, and appreciation of its advantages by the general public has preceded it. Both political parties unite in the support and sympathy of the civil service law, and the commission enjoys the respect and confidence of the legislative officers and the federal courts. In this connection it is interesting to note that six states and nearly 100 cities of the country have adopted competitive systems for civil appointments. As the report says: "The end of a quarter century of enforcement finds the system firmly established and faithfully supported. It is justified as a practical method of obtaining economy and efficiency in the service, and as a remedy for many abuses."

One item of interest brought out by the report is the astonishing increase during the fiscal year ended June 30, 1908, in the number of applicants for civil service examination, over the figures for the preceding year, there having been, in round numbers, 47,000 such applicants in 1908 as compared with 12,000 in 1907, while application for the regular spring examinations, which are held in the month of March, showed an even greater increase, amounting to the total of 82 per cent. This increase in the number of persons desiring to enter the government service may doubtless be attributed to the financial depression throughout the country during the greater part of the year and the large number of persons thrown out of employment. In the matter of appointments it is shown that during the fiscal year last past more than 11,000 persons were appointed through competitive examination. Twelve Thousand Positions Added. The report also brings out the fact that during the last fiscal year more than 12,000 positions in the government service were added to the number subject to competitive examination under the civil service law, the figures being exclusive of the large number of fourth class postmasters recently brought into the competitive class by executive order. This increase was due to a great extent to new work and to transfers of unclassified and excepted positions to the competitive class, the fact being emphasized by official reports from the various departments throughout the country during the year, that offices without corresponding additions to the force of employees. During the year free delivery was extended to postoffices, thereby bringing a considerable number of persons into the competitive service. The report calls attention to the improvements brought about by various amendments to the rules, including the reduction of several appointments to a minimum, and to the improved regulations affecting the navy yards, the reduction of the number of positions in the quartermaster's department, and the Isthmian canal service. Concerning the civil service rules, chairman and chief engineer, reports: "I have endeavored to observe all civil service rules in so far as they apply to positions in the service of the commission, and from time to time have impressed upon subordinate officials the importance and necessity of the policy. It is believed that in the last year there have been few, if any, irregular appointments."

Abuses Are Restricted. Even in the midst of the presidential campaign much has been gained, during the year, in restricting abuses arising from the unrestricted activity of officeholders. The commission now possesses jurisdiction over cases involving employees in the competitive service, and its investigation of several cases of improper political activity and the collecting of political assessments resulted in re-appointments by the appointing heads of a widely deterrent effect, and the commission reports that violations of the rules became noticeably less, both in number and in degree, as the campaign progressed. Regulations governing promotions and transfers in the customs service at the larger ports have been adopted, which it is believed will result in a higher degree of efficiency, and some slight modifications in the labor regulations, the general survey, to be desirable, have also been adopted. The report shows that the passage of new laws in the past year has operated beneficially as regards the securing of employees in first and second class postoffices, especially in the south and west, and has checked the alarm increase in the rate of resignation from the postal service. The high standard of efficiency maintained by the civil service is evidenced by the fact that out of a total number of more than 29,000 but few were dismissed for cause during the year. Not the least interesting section of

BRIDGE OR SUBWAY WHICH?

Leading Citizens Discuss Problem of Handling Travel Between Business Center and the East Side of the River.

TUNNEL IS NOT YET FEASIBLE

W. P. Olds Believes Broadway Bridge Solves Problem for Present.

"If a bridge is to be built for the accommodation of the people, let it be a Broadway bridge," thus W. P. Olds, of Olds, Horton & King, presents his views regarding the different sites proposed for the construction of a new bridge over the Willamette river. Mr. Olds explains that he is not informed as to the different factors entering into the problem of building bridges, or the attitude in which the traction companies would receive the Broadway site, but he is an advocate of it. "The center of population on the east side is rapidly moving north, and I think some provision should be made for transportation to and from the west side and west side," declares Mr. Olds. "Should the Burnside and Morrison street bridges be capable of handling the traffic there would be little reason for such a bridge as is suggested by F. C. Swigert for Glisan street. North end residents would lose but little more time and be put to only a little more inconvenience in favor of the combination bridge to cross on either the Burnside or Morrison street bridges. For them these two bridges are but little more distant than the Glisan street structure. The Broadway bridge would be of incalculable benefit to the merchants of the city and it would also tend to bring the residents of that district nearer socially and commercially to those of the west side. "Again, failure to erect a bridge communicating with the north end will result in a loss to the merchants of the west side. Before many years the center of population on the east side will have moved far north that, without such means of communication, it would be difficult for them to transact business in the city. A bridge built over the harbor and the Burnside street would be of great benefit to the district on the north end that would compete with perhaps serious effect with the west side business. "I am not in favor of a bridge at Hancock street, a location advocated by some Albin residents. A structure some distance either north or south of that street would afford better accommodation for business. "Mr. Olds thinks the subway plan "a dream." "Tunnels will perhaps be ultimately necessary for tram, railway and traction lines, but at present it is not to be seriously considered," he says.

LOCATION NOT VITAL POINT THINKS TUNNEL ONLY SOLUTION

Peninsula People Little Concerned Over the Bridge Sites—Want Tunnel.

Francis I. McKenna, a real estate dealer, who owns large blocks of property on the lower peninsula, besides other interests, believes firmly the subway way. If, however, such is not practicable at present he favors any means for further facilitating transportation across the river. "Now as to the bridge proposed at the Glisan street site, it is not fully enough informed," Mr. McKenna said, "to give an intelligent answer; but I do think it would be a better business proposition for the city to spend \$3,000,000 or \$4,000,000 for the construction of a subway, than to pay nearly \$2,000,000 for a bridge. "However, as to the location of bridges, if one structure at the Glisan street site can be made to accommodate the steam railways, street cars and other travel I shall be decided in favor of the combination bridge. I am opposed to building two structures together. "But the residents of the peninsula are but little concerned about the location of the structures. It is not material to them whether they cross at Hancock, Broadway, Glisan or Burnside streets. It is not of any importance to them whether they come up on the east or the west side of the river. "What is of greater importance to residents of the peninsula is the obnoxiousness of our harbor. The life of the city is in the harbor. Damage to the upper harbor might temporarily benefit the lower harbor or waterfront around the peninsula, but the people of that region are too broad to assist in tearing down one part of the city for the purpose of bringing temporary benefits to themselves. "I am a strong advocate of the subway plan, and in a tunnel see the only possible solution of the problem of providing proper connection with the east and west sides. Even a bridge built over the harbor and the Burnside street would destroy the city's most valuable asset. "But for the reason that I oppose cluttering up the harbor with a number of bridges, the plan to build two bridges, a railroad structure and a city roadway, side by side but upon the same pier at Glisan street, finds little favor with me. As I have stated, the plan would be as satisfactory to the people of the peninsula as any proposed, but I cannot see the necessity of building two bridges side by side when one will serve."

LEADING LAWYER STRONGLY OPPOSES BRIDGES THAT OBSTRUCT HARBOR.

P. L. Willis, a leading lawyer, who is a large holder of property on the east side of the river, is a subway advocate. Next to the underground route the Glisan street bridge project appeals to him as the most feasible presented. "I am firmly of the belief that the building of a subway is the only solution of the east side traffic problem," Mr. Willis asserts, "but if we may not have it, I believe a bridge with an eastern approach on Glisan street will best answer. I have not examined the proposed plan and am not in any hurry about making a definite statement. "The plan of cutting a tunnel under the river has long appealed to me as a means of doing away with most of the troublesome bridges and at the same time providing better transportation facilities across or over the river. It has satisfactorily solved the problem in a large number of cities and I see no reason for its failure here. "Possibly, as has been said, a subway would be of no special value exterior to the harbor. It is, however, to be said that pedestrians could rarely be induced to travel its gloomy length, and that taxicab and automobile traffic would usually prefer the delays on the bridges to a dark passage through the tunnel. But, conceding these facts, persons are frightened by the amount of money it would take to build a subway. Many say it would be extremely difficult to secure enough. I am, however, of a different belief. They would be no great trouble expended in raising \$3,000,000, or perhaps \$4,000,000, for building a subway. It is undoubtedly necessary before many years elapse, and what would even now be a great benefit to the city. "I do not particularly favor the plan to build a bascule bridge at Broadway, for the reason that I am of the opinion that there should be no obstruction in the river below the present steel bridge. The harbor is too valuable to the city of Portland to be filled with obstructions."

FREAK BILLS IN KANSAS

Sunflower State Keeps Up Its Reputation for the Limit in Legislation.

Topeka, Kan., Jan. 5.—Members of the Kansas legislature, which will convene in regular session one week from today, are preparing some freak measures to occupy the time of that body during the next few months. Reformers with hobbies promise to be much in evidence, though there is grave doubt as to whether very many of their pet measures will ever adorn the statute books. Among the measures to be proposed will be one to regulate the price of meals on dining cars. Another bill will propose the establishment of a free state dormitory for the accommodation of members of the legislature. Senator Anson Cooke of Mitchell county wants a law that will enable people to know to a certainty that a person is dead before they bury him. Another member has framed a bill making it a prison offense for a man to treat another to anything whatever while running for office. Representative Harbaugh will introduce a bill to compel people to brand their chickens as they do their cattle as a means of protection against thieves. While these and many other freak bills probably will be introduced there will also be many measures of a more substantial character that will be considered and acted upon during the session. A state bank deposit guaranty law will receive attention, and as both houses are pledged to enact such a law it is probable that it will go through in some form or another. State publication of school text books is proposed, and there are also some amendments to the tax law proposed. The election of United States senators will attract little attention as the choice of Joseph L. Bristow to succeed Chester I. Long was made certain by the result of the primary last fall.

FIGHT ON PRIMARY CHOICE IN ILLINOIS

Springfield, Ill., Jan. 5.—A majority of the members of the Illinois general assembly have arrived in the city in anticipation of the opening of the forty-second session of that body tomorrow. "As I understand it a great many persons are frightened by the amount of money it would take to build a subway. Many say it would be extremely difficult to secure enough. I am, however, of a different belief. They would be no great trouble expended in raising \$3,000,000, or perhaps \$4,000,000, for building a subway. It is undoubtedly necessary before many years elapse, and what would even now be a great benefit to the city. "I do not particularly favor the plan to build a bascule bridge at Broadway, for the reason that I am of the opinion that there should be no obstruction in the river below the present steel bridge. The harbor is too valuable to the city of Portland to be filled with obstructions."

Governor Deen has completed his message in readiness for presentation to the legislature as soon as it convenes. The message is looked forward to with more than ordinary interest. The governor, it is said, will make numerous recommendations, especially in respect to the management of the state institutions, which have come in for much criticism during the past year. Deep waterways is another important subject which will receive considerable attention in the message. Interest in the early days of the session will center in the election of a United States senator to succeed Albert C. Hopkins in the August primary. Senator Hopkins was endorsed for reelection by a majority vote. Nevertheless, the indications are that he will have to fight it out in the legislative assembly. He will not have sufficient votes to win on first ballot. The leading opponent candidate for the senatorship, Congressman George E. Foss is the leading opponent of Senator Hopkins. Considerable talk is heard of a "dark horse" candidate in the event of a deadlock between the Hopkins and Foss supporters.

MINNESOTA WANTS MUCH LAWMAKING

St. Paul, Jan. 5.—The Minnesota legislature met today and organized for the regular biennial session. There is no United States senator to be chosen this year, nor are there any measures of paramount importance scheduled for consideration such as the railroad rate act passed at the last session. The only important measure in prospect affecting the railroad is the proposal to raise the gross earnings tax on railroads from 4 to 5 per cent. There is also talk of reviving the measure to place railroad accident under state control. Legislative reapportionment is to be one of the by-products of the session. Other questions to be taken up are an act to prohibit brewers from owning or controlling saloons, a county option bill for the regulation of the liquor traffic, a bill for the creation of a public utilities commission, an extension of the direct primary law to state officers, and the establishment of a system of county agricultural schools under state aid. Liberal appropriations will be urged for the various educational, charitable and industrial institutions under control of the state.

BOY COASTER FALLS BEFORE TRAIN; SAVED

Pottsville, Pa., Jan. 5.—Twice within a few minutes was Willie Morris, 8 years old, in the very " jaws of death." While coasting down Lawton's hill, at the base of which is the Pennsylvania Railroad, Morris lost control of his sled, and it crashed over a 50 foot retaining wall upon the railroad tracks in a deep cut below. He clung to his sled and escaped serious injury, though it was smashed to pieces. He had just stepped and lay helpless upon the tracks while a rapidly approaching passenger train hove in sight. Fortunately, Joseph Flannery saw the plight of the boy and hurried to the scene. He grabbed the unconscious lad away just in time to save him from being crushed by the locomotive. Flannery was applauded for it was the risk of his own life that he saved the boy. Young Morris will recover.

BUSY SESSION IN NORTH DAKOTA

Bismarck, N. D., Jan. 5.—Proposed measures dealing with taxation, prohibition, railway rates and primary reform combine to give promise of a busy session for the North Dakota legislature, which convenes today. The primary election law occupies first place on the agenda. The existing statute has failed

JULIE HERNE WINS HEARTS

Madame Jewell's manikin at the Orpheum need make no apologies to their living contemporaries. Vaudeville by machinery—all you want of it from too dancing graces to the tableau of angels playing in the fountain of youth. This latter is a splendid electrical effect. Julie Herne, in a "Mountain Cinderella," is the sweetest bit of femininity that has trod the boards at the Orpheum in many moons. Some day little Miss Herne will be competing with the head of her own company. She can act. She sings one or two snatches of old southern mountain melodies in such a delicious fashion that you wish the little actress would keep on singing the rest of the evening. The sheriff from whom the girl saves her moonlight lover and the lover himself take the other parts in the playlet and act well enough not to distract attention from the main figure of interest. Joe Cook and his brother do a clever juggling act. A trio of aerial performers form a series of graceful pictures while suspended in midair on a ribbon of rope. "I used to be afraid to go home in the dark, but now I'm afraid to go home at all." Is the name of a snappy comedy on the song the Frank Daniels and obnoxious. One of the Murray sisters sings it and she gets some well deserved encores. The other sister sings "There Was a G-e-r-r-l Like You" and tries to make the most of the audience by the peculiar gait she makes use of in her march across the footlights. It is quite certain that there never was a girl with such a walk-off the vaudeville stage. Talkologists Frank White and Lew Simmons, in a subtle faced act, are really funny. Frank White is a master of all the ridiculous face expressions and he uses them to the great disturbance of diaphragms.

BORAH'S BILL KEEPS SENATORS UNTAINTED

(United Press Leased Wire.) Washington, Jan. 5.—Senator Borah of Idaho has introduced a bill prohibiting senators, representatives and delegates in congress from appearing as counsel in cases where the United States is a party or for any corporation engaged in interstate commerce. Representative Mondell of Wyoming introduced a bill providing for forfeiture of the right of way through public lands of railroads which have five years to elapse without beginning construction. Joe Cook and his brother do a clever juggling act. A trio of aerial performers form a series of graceful pictures while suspended in midair on a ribbon of rope. "I used to be afraid to go home in the dark, but now I'm afraid to go home at all." Is the name of a snappy comedy on the song the Frank Daniels and obnoxious. One of the Murray sisters sings it and she gets some well deserved encores. The other sister sings "There Was a G-e-r-r-l Like You" and tries to make the most of the audience by the peculiar gait she makes use of in her march across the footlights. It is quite certain that there never was a girl with such a walk-off the vaudeville stage. Talkologists Frank White and Lew Simmons, in a subtle faced act, are really funny. Frank White is a master of all the ridiculous face expressions and he uses them to the great disturbance of diaphragms.

NO SALARY GRAFT ON TOKIO COMMISSION

(United Press Leased Wire.) Washington, Jan. 5.—Senator Fulton of Oregon has announced that Senator Ekins has promised to call a meeting of the Interstate Commerce commission Wednesday to consider a bill regarding the participation by the United States in the Tokyo exposition. It amends the present act so that the commissioners shall receive no salaries during the preliminary work.

TWO CAR THIEVES NABBED AT SEATTLE

(United Press Leased Wire.) Seattle, Wash., Jan. 5.—With the arrest of Joe Gaylor and James Kelly, alias "Reddy Shorty," said to be professional boxcar thieves, the police believe they have in custody men who know something of the various robberies which have been committed against the railroad companies in the past six or eight months. Gaylor was captured in the southern country, and a boxcar of merchandise in the Great Northern yards.

Naval Retirements in 1909.

Washington, D. C., Jan. 5.—The first officer of the navy to be retired this year is Medical Director William S. Dixon, who will receive from the active list today on account of age. During the year just begun there will be 12 retirements among the line officers of the navy. The first among the staff officers, one among the chief carpenters and one among the boatwains. The most prominent names among the officers who will go on the retired list are Rear Admirals Caspar F. Goodrich, W. J. Barnette, J. M. Peniston, J. G. Hemphill, E. K. Moore, W. C. Swinburne, C. S. Sperry and T. C. McLean.

Southwestern Poultry Show.

Dallas, Texas, Jan. 5.—Hundreds of prize winning bantam fowls and fancy specimens of pet stock were on exhibition today at the opening of the fifth annual show of the Southwestern Poultry association. Many of the exhibits came from distant states. The show of high breeds were handsomely honored and in every respect the show gave promise of being the most notable of its kind ever held in the section of the country. The judging of exhibits was commenced soon after the opening and will continue until the show closes to a close Thursday night.

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Read Journal Want Ads today. See who wants yours. Or you can put a little ad in The Journal yourself. Try either way; then see how easily you'll dispose of your lease and be free from the usual trouble attending lease-breaking.

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Advertisement for Hostetter's Stomach Bitters. Text: Hostetter's Stomach Bitters has been proving for 55 years... Ask your drug-gist for a free copy of our 1909 Almanac... Hostetter's Stomach Bitters. SOLELY PREPARED BY DR. J. C. HOSTETTER, KEOKUK, IOWA.

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