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A stated amount regardless of consequences, and are here to fulfill our contract. The store will be closed **TUESDAY, MAY 18th**, to enable us to re-arrange and remark every article in this immense stock and prepare for the inevitable throng

OPENING DAY WEDNESDAY, MAY 19th, 9:00 A. M.

when the doors will swing open on a scene of bargain brilliancy, never, never before witnessed in Portland, an opportunity you will all appreciate.

MEAKER & COCHRAN, Sales Managers in Charge

MEASURES TO BE VOTED ON AT THE COMING CITY ELECTION

SHERMAN STREET BRIDGE BONDS.

Authorization for the issue of \$1,500,000 in bonds for the construction of a high bridge at Sherman street is one of the three bridge questions that the voters of Portland will have to decide in June. With one other bridge proposal the advocates of the Sherman street location are in direct conflict, for they want to keep the Madison bridge location and oppose the Market street idea.

The Sherman street plan comes in the form of an initiative amendment to the city charter. It authorizes and directs the council to construct a bridge across the Willamette at a point beginning at First and Sherman streets on the west side and terminating at or near the intersection of East Sherman and East Seventh streets. The width is to be not less than 60 feet, and its length approximately 6100 feet, only a little less than one mile.

The amendment provides that the bridge shall have an elevation of not less than 140 feet above the low water gauge of the river, the object being to give clearance to all classes of vessels and to do away with the necessity for a draw. It is expressly provided that no draw shall be built, but that there shall be a modern steel channel span of about 400 feet, if practicable, from pier to pier, "leaving the least possible interference with navigation interests as the engineers in charge in their discretion may deem best."

Left to the Engineers.

Large discretionary powers are vested in the engineers in charge, instead of leaving the decision to the executive board or the city council. The selection of material to be used for the aprons and approaches, for instance, is placed in the hands of the engineers. The choice of engineers is left to the executive board, however, and the board may place the job in the hands of the city engineer or employ outside help. While the cost of the bridge as authorized is \$1,500,000, it is argued that a much less sum may be used, depending largely on the choice of material. If reinforced concrete is chosen for the aprons and approaches, the cost would be greatly reduced. Proponents of the measure claim it could be built for \$500,000, for \$800,000, or for \$1,500,000, the latter being the estimate for an all steel structure.

In relation to the construction of

aprons and approaches, the amendment provides:

"The aprons and approaches of said bridge beginning and terminating on the streets and at the points and terminals on either side of said river, as hereinbefore indicated, shall be above all car and railway lines with the most practical per cent of incline or grade obtainable between said points, leaving adequate transportation facilities for all traffic on all the streets and thoroughfares over which said proposed new bridge shall span and pass over between the terminal points above indicated and specified across said Willamette river, and such aprons and approaches to be constructed of such material as the engineers in charge may deem best, and in accordance with the appropriation herein made for the construction of said bridge."

Issuance of Bonds.

After this follows the authorization for issuing \$1,500,000 in 4 per cent bonds, to run 20 years, in denominations of \$500 or \$1000, the bonds to be sold to the highest responsible bidder. Any money unexpended after the bridge is built and paid for is to be turned into the bridge bond sinking fund or the bonded indebtedness interest fund and used for the redemption of outstanding coupons upon the Sherman bridge bonds. Funds or rentals derived from the use of trucks or rights of way are also to be placed to the credit of the interest fund.

The executive board is authorized to condemn private property abutting upon the streets over which the new bridge will pass. On the east side the bridge would skirt over the property occupied by the Inman-Evans company and claimed by it. This is disputed property, the city also claiming it, and whether the city would have to condemn this property and pay for it depends on the final determination of the question of ownership.

On the west side the bridge would cross private property between First street, the western terminus, and the river. Railway franchises over the new bridge are limited to five year terms, and no exclusive franchise can be granted. The executive board is authorized to fix the minimum sum to be paid monthly by any railway using the bridge. In the event of the destruction of the bridge by fire, flood or other casualty, any lease or contract may be terminated at the option of the executive board. The board is authorized to

enter into negotiations with railways before the bridge is completed.

Turned Over to the County.
The final provision of the measure is that the structure shall be turned over to the county court for operation and control when completed, in the same manner as other bridges are managed and operated.

Advocates of this bridge emphasize the high bridge feature, eliminating the delays incident to opening and closing a drawbridge. This would prevent congestion of traffic and bring the cost of operation to a minimum. No difficulty is anticipated in securing approval of the plans by the war department at Washington, as the site is far south and 140 feet clearance would give every vessel using that part of the harbor plenty of room. River men are said to have no objection to the plans.

It is also suggested that a bridge at Sherman street could be made the support for the Bull Run pipe lines. By carrying the pipes over the bridge, it is argued, they can be put out of danger of accident and the water could be delivered from an elevation on the west side that would give high pressure to the entire business district.

It is proposed to leave much to the discretion of the engineers in the matter of construction. They are to determine the exact location of the approaches, the length of the big channel span of steel, the width of the bridge and the material to be used in the aprons and approaches. This, it is claimed, will bring the best results, leaving such questions to experts and taking out of the hands of the executive board and the council matters that frequently cause delays and squabbles.

Argument for Bridge.

Mark O'Neill, who is active in the movement for the Sherman street project, briefly the argument for it as follows:

"This bridge will be not less than 140 feet in height, commencing at First and Sherman streets on the west side, at an elevation of 130 feet, and landing on or about East Seventh and Sherman streets on the east side, and has a total span of 64 feet, thus giving an easy grade of less than 3 per cent, with a channel span of 300 to 400 feet which will have an elevation of 150 feet if necessary."

"This bridge will have no draw and will furnish a safe structure for carrying a large number of bridges and eliminating all danger of accidents and delays in the carrying of the lower river bridges. It will insure constant high pressure to the business district on the east side. It will also relieve the congestion of traffic in the downtown river bridges and furnish access to a large undeveloped residential district on the east side, including Sellwood, Milwaukie, Woodstock, Waverly, Richmond, Lents and the Oregon City district and miles and miles of country tributary to Division street and the Powell Valley road."

"In addition to giving employment to a large number of laborers and circulating capital throughout the city it will be a permanent improvement and an asset to the city of public utility for the present, as well as future generations, and will return to the taxpayers a thousand per cent in increased property value and rentals. It will increase the annual tax levy one fourth of one mill only. This bridge is a public necessity, an enterprise and a public utility to which the southern section of the city of Portland and its people are entitled as representative taxpayers, and from which the whole city will receive benefits."

Market-Streeters Displeased.

Many of the leading advocates of the Sherman street bridge regard the Market street plan as a slap at their ambitions, and accuse certain property owners of the Sherman street project of inspiring the Market street idea. They claim that Market street was sprung after they had matured their plans, the object being to confuse the issue and to bring about the defeat of the high bridge at Sherman. They feel that if the people were to vote the bridge at Market their chance for spanning the river in south Portland would be nullified for years to come. The Market street people, of course, do not admit that they are trying to muddy the waters or acting from selfish motives, and declare they are will-

CHAUFFEUR MAN TO BE PROUD OF

That's What Mrs. Albert Hall Thinks, for He Is Her Husband Now.

(United Press Landed Wire.)

Philadelphia, May 17.—Greatly to the surprise of Philadelphia society, it has become known that Miss Bertha G. Bergdoll, the late multi-millionaire brewer, has married her chauffeur and is now Mrs. Albert Hall. Friends of the family have known for months that the beautiful woman's mother and her brother, Louis J. Bergdoll, were taking every possible step that might prevent the marriage. Just a week ago Miss Bergdoll, because of age and inherited fortune under her father's will, she left her mother's home with the announcement that in future she would be her own mistress. Then she purchased a home of her own in an exclusive residence section. She met Hall, who was discharged by the Bergdolls some months ago, and together they took out a license to marry. They went at once to the newly purchased home, and, as such fun to have it quietly done, said Mrs. Hall, "My brothers, Louis and Irwin, are perfectly furious, but I don't care. They will come around at right. Mr. Hall? Oh, he's awfully nice. He's big, tall and broad and has lots of brown hair and big brown eyes. He's a splendid fellow. I have known him ever a year now and I know he will be a fine husband."

The young woman's brothers and other members of the family refuse to discuss the marriage.

King Alfonso's Birthday.

Madrid, May 17.—All Spain made merry today in celebration of King Alfonso's twenty-third birthday. Madrid was garishly decorated and the people of all classes took part in the popular festivities. Probably no ruler in Europe enjoys more popularity among his subjects than does King Alfonso. Even his marriage to an English princess, distant as it was to the Spanish aristocracy, did not mar his popularity with the masses. During the past few years the youthful ruler has paid repeated visits to all parts of his kingdom and has everywhere been received with enthusiasm. In Madrid, in Seville and even in Barcelona, the king's visits have been greeted with enthusiasm. He has walked the streets unattended. He seems to have no fear of anarchists and this light-headedness has served to increase his popularity among his subjects.

ing to stand on their merits. The argument as to Market street was fully presented in The Journal yesterday.

Opponents of the bridge put their objections on both general and specific grounds. The general ground is that the city is already well loaded with bridges and should not start new projects unloading into the millions except in cases of admitted necessity or high public benefit. Doubts are expressed as to the expediency of building a bridge so far south at this time.

Another objection is that such a long bridge will be expensive to maintain, even without a draw, and that it will not serve to relieve the lower river bridges of the heavy traffic that crowds them. This is the necessary thing, in this view of the matter, conceding that a south Portland bridge is desirable and later may become a necessity. That the streetcar company would use the bridge is also declared extremely doubtful, and if it did not the \$60,000 yearly interest on the bonds would fall heavily on the taxpayers.

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WANTS SUBSTITUTE FOR RUBBER BAND

Washington, May 17.—The rubber band, successor in the government service of timehonored red tape, having displaced the latter completely, so far as its real use in tying up papers is concerned, has ingratiated itself so completely in the heart and hands of government officials and employees that it earns something like a quarter of a million dollars per annum from Uncle Sam alone.

Prices have increased to such an extent that officials believe that there is a rubber trust, and that it is holding up

the government. The postoffice department alone pays about \$25,000 per annum for rubber bands, as against about one fifth that sum ten years ago. The committee meets to make plans for the next meeting of the international navigation congress. The congress, which is attended by delegates from most of the countries of the world, meets at intervals of about three years and at its sessions questions concerning inland and maritime navigation are considered and other matters connected with the improvement of waterways discussed. Each of the countries represented at the congress pays an annual subsidy.

Navigation Congress.

Brussels, May 17.—Lieutenant Colonel James C. Sanford, United States Army, represented the United States

There's always a demand for antiques. If you have any old furniture you want to sell, use a "for sale" ad.

S.S.S. PURIFIES BAD BLOOD

Bad blood is responsible for most of our ailments, and when from any cause it becomes infected with impurities, humors or poisons, trouble in some form is sure to follow. Muddy, sallow complexions, eruptions, pimples, etc., show that the blood is infected with unhealthy humors which have changed it from a pure, fresh stream to a sour, acid fluid, which forces out its impurities through the pores and glands of the skin. A very common evidence of bad blood is sores and ulcers, which break out on the flesh, often from a very insignificant bruise, or even scratch or abrasion. If the blood was healthy the place would heal at once; but being infected with impurities which are discharged into the wound, irritation and inflammation are set up, the fibres and tissues are broken, and the sore continues until the blood is purified of the cause. S.S.S. is Nature's blood-purifier and tonic, made entirely from roots, herbs and barks. It goes down into the circulation and removes every particle of impurity, humor or poison, restores lost vitality, and steadily tones up the entire system. S.S.S. neutralizes any excess of acid in the blood, making it pure, fresh and healthy, and permanently cures Eczema, Acne, Tetter, Salt Rheum, Boils, and all other skin eruptions or diseases. Book on the blood and any medical advice free.

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