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McAllen and McDonnell

MEASURES TO BE VOTED ON AT THE COMING CITY ELECTION

BONDS FOR BRIDGE AT BROADWAY

To build a bridge for the accommodation of the big population on the northern side, and to construct it high enough to clear river traffic, making it necessary to open the draw only four or five times per week, is the object of those proposing the erection of a bridge at Broadway over the Willamette river.

This is the largest bridge proposal to be submitted to the people of Portland on June 7. The bond issue authorized to cover all expense is \$2,000,000. Unlike the Market street and Sherman street plans, which were put forward by initiative petitions, the Broadway bridge goes on by vote of the city council.

The Broadway plans are well fortified with data to show that they have picked the best location for a bridge north of the steel bridge. They argue that the city must provide relief for the chronic congestion of the steel bridge, and that the northeast side is entitled to a hearing on the bridge question above any other section of the city. Without waging war on bridges further up the river, they assert that their need is greatest, and in proof of this supply copious figures showing the growth of that section of Portland.

Necessity of Relief Urged.
Two million dollars is a large sum, and the costliness of the structure supplies the chief argument of the opposition, added to those who would prefer some other location. To this the Broadway contingent replies that the necessity of relief is urgent, that there is no economy in overcrowding the other bridges, and that the location is fixed upon the recommendation of expert engineers beyond the possibility of questioning the wisdom of choice.

The Broadway bridge, as proposed, will begin at the intersection of Broadway and Larrabee streets on the east side, following the line of Broadway across the river and terminating on the west at or near the intersection of

Sixth and Irving streets. This puts the west approach near the union depot, deemed a great advantage for a large amount of traffic originating there and in the terminal yards. The length of the structure would be approximately 2800 feet, including approaches.

The charter amendment provides for a clearance of 65 feet above high water and not less than 26.12 feet above city datum or low water mark, which is about 33 feet below the level of Front street. It is claimed that with a bridge of this height the draw would have to be opened on an average of only three or four times per week. All river boats, with possibly one exception, could pass under the bridge, and could pass at almost any point, as the channel is accommodating and ships would not have to steer their course under the draw span.

Amount Will Cover All.
The amendment provides that all expenses connected with the condemnation or purchase of private property, easements or franchises shall be paid out of the \$2,000,000, including the property of the city of Portland, and necessary accessories. About \$1,300,000 is calculated as the cost of the bridge itself, the remainder being set aside to cover all other items of expense.

The bonds proposed will run for 30 years, at the usual commercial rate of \$500 and \$1000, and bearing interest at the rate of 4 per cent. The bonds must be sold to the highest bidder, and the annual interest charge on the sum named would thus be \$80,000.

City to Own Trains.
It is further provided that "all railway tracks laid upon said bridge, or upon its approaches or terminals, shall forever be and remain the exclusive property of the city of Portland, and no exclusive privilege or franchise shall be granted to any person, railway company, or other public service corporation, for the use of the whole or any part of such bridge, approaches or terminals. All private franchises granted must be for such compensation as may be determined by the city council.

The usual provision appears for turning the bridge over to the county authorities for operation after it is built. The location of the west approach and incline is made subject to such modification and change as may be deemed expedient by the executive board of the city. This clause is with a view to the condemnation of a block or portion of a block leading to the union depot, and to the purchase of a block on this block from the bridge approach. This property changed hands some time ago, supposed to be purchased for the Northern Pacific Terminal company.

Not a New Proposition.
The Broadway bridge is not a new project. A bridge for that part of the river has been agitated for over two years, resulting finally in the employment of an expert by the city to determine the best location and to submit estimates of probable cost. Ralph Modjeski, the engineer selected, declared that a bridge at Hancock street, as advocated by some, was impracticable, and fixed upon Broadway, at the same time submitting estimates of cost. The city council accepted the conclusions of Modjeski and voted to submit the proposition to the people. The location of the west approach and incline is made subject to such modification and change as may be deemed expedient by the executive board of the city. This clause is with a view to the condemnation of a block or portion of a block leading to the union depot, and to the purchase of a block on this block from the bridge approach. This property changed hands some time ago, supposed to be purchased for the Northern Pacific Terminal company.

Modjeski submitted two plans, designated as A and B. The former called for a bridge high enough to clear all river traffic except that high-masted sailing vessels would have to ship the top section of their masts. The east terminal under this plan was Hancock street and the west at Elsie and Davis. The cost was placed at \$3,150,000 for the bridge alone. Bridge "B," the one

adopted by the council for submission to the people, was estimated to cost \$1,255,000, provided with a bascule draw and running from Broadway and Larrabee to block Y, Couch's addition, at Sixth and Irving.

Growth of City Responsible.
Growth of the city on the northeast side, particularly in the last few years, is the principal argument relied on by the Broadway boosters to carry them to victory. Headed by W. G. Munly, now the Democratic nominee for mayor, the Northeast Side Improvement association has been pushing the bridge question to the front for more than two years.

The Morrison bridge was built in 1887, the steel bridge in 1888, the Madison bridge in 1890 and the Burnside bridge in 1893. The population served by the steel bridge in 1888 is estimated to have been 7000. Now the population north of Sullivan's gulch, counting those using the St. Johns and Vancouver lines, is nearly 100,000. It is asserted that 70 per cent of the building permits for dwellings are now going to this section of the city, with such an increase, present and prospective, the Broadway champions declare that conditions will soon be intolerable for those residing north of Sullivan's gulch.

The Broadway forces consider themselves particularly fortunate in having the report of the engineer to back them because this carries the project beyond mere guesswork as to cost and practicability of location, they make the point that preliminaries have already been worked out, that there will be but little obstruction to navigation, and that the big population it is desired to serve can only be accommodated at Broadway.

Quote City Directory.
In this look to the future the view expressed in the introduction to the 1909 city directory, under the signature of R. L. Polk & Co., the publishers, is quoted as follows:

"The fact that we are a city of more than a quarter of a million people is of itself wonderful enough, but the so evident fact that within the next few years we shall probably have a million that many people within our borders is one for the wise and prudent to master in all its phases. In the matter of bridges, which is perhaps the most vital matter which concerns the city at present, it is of the utmost and farthest reaching importance that this shall be properly conceived. Perhaps no other persons can so greatly forecast the need of the city for bridges as the publishers of this directory, who have seen the development of the eastern suburbs, as they changed from the fields and wooded hillsides to closely populated settlements. Every suburban district on the east side of the river has made an increase of from 25 to 150 per cent in growth in the past year and a half, or since the last city directory was published. If this is to continue, does it not mean that even were the bridges which now span the Willamette river

in perfect condition, that to avoid congestion, which causes such loss of valuable time, we should have at least four more of like accommodation? So far, however, from being of like accommodation, we should have that doubled or tripled for present needs, and how much more for the imminent crowding of the east side of the river in the near future? We cannot afford to take a small view of this question, nor of any other which looks toward supplying the needs of the city of half a million people, which Portland is to be long before it has made history for another 19 years."

Advance Further Arguments.
It is recalled that 30 per cent of the voting population of the city lies north of Sullivan's gulch and 12 per cent of the taxable property is in that territory, but that the only thing the city has done to make river crossing easier in that section is to provide the Albina ferry. The steel bridge is privately owned by the R. & N. Co.

AWARD CONTRACTS TO SEVERAL FIRMS

Bids for the construction of the new 10 room building at the intersection of East Forty-ninth and Belmont streets were opened by the board of education yesterday afternoon and awarded as follows: Building, \$25,000, W. R. Griffith; painting, Doyle & Neal, \$1490; glass, W. P. Fuller & Co., \$1015. Three R. L. Polk & Co. bids were received from the appearance of these that there might be some competition among the firms. Superintendent of the board of education reported that the Sunnyside school is being provided with fire escapes and exits. The Sunnyside Push club had made the statement that the building was not guarded properly against fire.

LION RIDES ELEPHANT; MAKES FUNNY FACES

The day has come when in the large cities where it is easy to secure wild animals of good dispositions, schools are being started in which is taught how to train and handle the beasts of jungle and plain. Animal training has been a marvelous art from the time of its awakening period when Adam named the beasts of the field and the birds of the air. The Noah period showed a brisk evolution in training animals, and in Daniel's time the art was really a fit about it, and screamed, "brought into play much cruelty." The beasts were whipped into submission or trained with hot irons. Animals performed tricks through fear. As time has changed, kindness is the main ingredient of the trainer's prescription. Animals are lulled and the sugar pellet and ice cream play a big part in subduing the lion, tiger, elephant and such like.

With the Sells-Floto show that comes to this city soon, is a monster lion, that rides an elephant bare back. These two worthies were almost raised together. They are friends for circus lemonade and lemon ice; in fact, the lion will not do his act half good unless he is fed a half dozen plates of lemon ice just before being called upon to perform. He has one bad fault, and that has got the Sells-Floto circus in trouble. Ever since a cub, the lion has actually made faces at people. The other day William Bell, an orange grower from southern California, and Miss Ray Revell were married. That night before taking the train for their honeymoon, they purchased tickets and attended the Sells-Floto circus. They were delighted with the big performance, the Armour prize horses and the menagerie, and spent much of their time about the monkey cage. The bride took a great fancy to the big lion. The old fellow, full of fun, stuck out his tongue at her and made horrible faces at her. She went into a fit about it, and screamed, and claimed she was insulted by the lion. As a good, loyal husband should, Mr. Bell took her part and quarreled with the showmen. He threatened to bring suit against the management of the show, and he has used the show for \$10,000, claiming the lion made faces at and insulted his wife. It is the rarest suit in the annals of time, and the out-

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come will be watched with eager interest by the prohibitionists. Sells-Floto exhibit in Portland May 24 and 25 at Twenty-fifth and Quimby streets.

GIVE SUPPORT TO PROHIBITION MAN

Renewing their allegiance to the principles of the Prohibition party and declaring their belief that the party's prospects for electing a mayor of Portland were never brighter, the Methodist ministers of this city unanimously endorsed the candidacy of T. S. McBanish, Prohibition nominee for that office, at the regular weekly meeting of the Methodist Ministers' association, held in the Taylor Street church yesterday.

Epidemic of Erysipelas.
An epidemic of erysipelas is now raging in Portland, according to a statement made this morning at St. Vincent's hospital. It is stated that four cases of this were refused admittance today owing to the crowded condition of the hospital and the hospital is said now to have many cases of the disease. No good reason is assigned for the epidemic.

POISON OAK POISONING.
Ballard's Snow Liniment cures it. Mr. O. H. P. Cornelius, Turbot, Ore., writes: My wife has discovered that Snow Liniment cures Poison Oak Poisoning. A very painful trouble, she not only cured a case of it on herself, but on two of her friends who were poisoned by the same tree. Price, 25c per bottle and 10c per box by Ballard's Snow Liniment Co.

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