

GRANT IS GRADED FOR THE MARKET

New Owners of Big Track in Central Oregon on Ground to Prepare for Settlement of Rich Lands.

(Special Dispatch to The Journal.)
Ontario, Or., May 19.—John E. Burchard and W. B. Davidson, two of the St. Paul millionaires and members of the Northwest Colonization company, the Minnesota syndicate that recently purchased the road lands from the French banking firm of Lazard Freres, and Curtis L. Mouser, head of the publicity bureau at St. Paul, arrived here Monday and are now busily engaged in grading the lands which will soon be put on the market.

They will be engaged in this vicinity for the next two weeks and will work westward from this point across central Oregon in automobiles, grading the 800,000 acres which they purchased from the road company, and which has been long withheld from settlement, and which Messrs. Burchard and Davidson state will be put on the market at once. A car of automobiles is expected to arrive from St. Paul this week to convey the party on their trip through the interior.

The road lands involved in this purchase, which include every odd section in a strip of land 12 miles wide extending across the state from Ontario to the Willamette valley, is paralleled by the survey of the Boise & Western, the new Hill road which it has been given out will be built at once across the state.

The Northwest Colonization company will join with its great publicity campaign throughout the western states in advertising Oregon and encouraging immigration to this vast rich but undeveloped section of the state. The gentlemen have established headquarters in this city and will open real estate offices here and place their land on the market. Messrs. Burchard, Davidson and Mouser have long been in the land and colonization business in Minnesota, the Dakotas and Canada, and are experienced in handling and disposing of large bodies of land and opening up virgin country to settlement.

The road land deal, which has just been closed, involves the largest real estate deal ever made in the northwest and means much to this section, as it is the purpose of the present owners to sell the land in small tracts to settlers who are in search of homes and also means that in a very few years the population will be doubled several times.

Mr. Mouser is taking views to be used in the publicity work.

COMMERCIAL MEN DISSATISFIED WITH ACTION OF MAYOR

(Continued From Page One.)

municipal docks. The very future of the city depends upon such an action. Suppose an effort should be made to establish a line of steamers between South America and Portland. Such an effort would result in failure because dockage facilities could not be obtained. Why should Portland not get ready for big marine business?

C. E. Kellogg, Pacific Bridge company, member Chamber of Commerce committee on public docks—I regard the question of public docks as the most important before the city of Portland today. The opening of the Panama canal will revolutionize transportation on the Pacific coast and one has only to look at the preparation being made in our neighboring cities to realize how far we are falling behind. Los Angeles is about to spend \$10,000,000 at San Pedro. Seattle has plans under way for a continuous sea wall costing many

TALKS ON TEETH BY THE REX DENTAL CO., DENTISTS

Right is Nigher Than the Sword

Ask Russia or Spain. If you nearly catch a train you won't get far on your way. Will you? Everything goes by comparison. To compare an elephant to an ant would not be fair to the ant. Dental work that is nearly right would not be worth much to you. Would it? Then don't compare the quality of our Alveolar work with that of the Cut Rate, Bargain Counter Dental Parlor dentist. We are in a class apart, alone. Our Alveolar method is right.

Alveolar Teeth Where Bridgework is Impossible. If only your front teeth are left, say 5 or 4 or more, we can replace all those that have been lost on both sides clear back with perfect Alveolar teeth, whilst bridgework would be impossible even if you had 8 or 10 front teeth to tie to. If you have only two back teeth on each side, say molars, we can supply all the front teeth that are missing with beautiful, serviceable, Alveolar teeth. This could not possibly be done by the bridge route. Suppose you have lost your last (back) teeth, two or more upper or lower on either side. We can replace them with Alveolar teeth. The bridge specialist would have to advise and partial plates, which would encumber the mouth as well as to help destroy your other teeth. Where you have lost a few teeth, there are dentists who would extract all the rest. And when we do, they look like they grew there. They are scientifically and artistically built for service and comfort as well as beauty. Even where bridgework is possible, there is no comparison between the two. A very large percentage of our work is taking out bridge-work put in by supposedly high-class dentists and replacing it with the beautiful and artistic Alveolar teeth. And, unlike bridgework in another respect, it is practically painless. No boring or cutting into the gums, nothing to be dreaded. Now, then, prices being equal, which would you choose?

Curing Pyorrhea (loose teeth) a disease given up by other dentists as incurable. It is another of our specialties. We cure it absolutely. It's a beautiful statement to make, but we can do anything that is possible in dentistry, and what we do is always of the very highest class. Our booklets, Alveolar Dentistry are free. Write for one if you cannot visit. We have samples of our work to show at all times.

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millions. San Francisco has over three miles of sea wall complete. We have only to look about us to realize that we are making no adequate preparation to handle even a fair share of the business due to the completion of the Panama canal.

Get Big Returns. C. E. Curry, president Northwestern Warehouse company—Money put in docks will be money invested for big returns. I know of several steamship lines that will be inaugurated as soon as the Panama canal is finished. Whether Portland is made a port of entry depends upon the construction of municipal docks. I know of one steamship line which was to have operated between San Francisco and Portland which was frozen out because no dockage facilities could be obtained.

H. M. Heller, member Chamber of Commerce committee on public docks, authority on shipping—If the people appreciate the necessity for public docks as they should they would arise and cry with one voice for the mayor to carry out without further delay their will. It is not generally known, but it is a fact that after this year the government will never again improve the harbor of the channel of any port where the city does not own its docks. There need be no competition between private and municipal interests. There is much more business here now than can be handled.

Cannot Oppose People. Gay Lombard, dock owner, councilman—It is not enough to speak the truth that concrete, fire proof public docks should be built, and the present fire traps eliminated, but above all, the people by their vote demanded that a portion of their money be thus spent; we have no right legally or morally to oppose their will, and any official act that does oppose popular will is destructive of our best interests.

E. C. Giltner, secretary of the chamber of commerce—Portland has the greatest potential tributary commerce of any city on the Pacific coast. It has an excellent harbor which is being improved every day, and it only needs a complete developing of its docks to have the three factors which Mr. Wagner in his report on the commerce and docks of San Francisco states determines the commercial supremacy of a city by the sea. The settling of the Inland Empire, the opening of the Columbia river to Lewiston, and the completion of the Panama canal make quick action necessary.

Simon Radically Wrong. George T. Atchley, president East Side Business Men's club—I consider Mayor Simon's position radically wrong with out the basis of reason or common sense, and it would seem to indicate ignorance of the city's necessity to control its waterfront if Portland is ever to be known as a great shipping center. The East Side Business Men's club has endorsed the acquisition of public docks.

George B. Cellars, councilman—I am generally opposed to public ownership, but will certainly vote for the ordinance

Picture Notice

A new shipment of pictures has arrived and are now ready for delivery. BRING IN YOUR COUPONS.

authorizing the sale of bonds if it is presented.

Councilman Cellars subsequently changed his position, and voted against the ordinance. E. H. Bennett, architect of Portland Civic Improvement league—The least attractive feature of Portland is the waterfront. Successful improvement will never be accomplished until the city owns its own docks. No city, no seaport, can develop a harbor while the docks are altogether in private ownership and control.

R. L. Glean, member of Taxpayers' league, committee on public docks—It is a matter of self preservation that Portland should acquire public docks now.

M. J. Driscoll, chairman council committee that dealt with dock bonds ordinance—I am enlisted heart and soul in the cause of public docks, because I consider it Portland's greatest need.

Chamber of commerce public docks committee's report—There is nothing that stimulates the growth of a coast city like that of modern shipping facilities, where the commercial fleets of the world may assemble without undue delay or discrimination in the matter of receiving and discharging cargoes.

Shackleton's Polar Plans. Chicago, May 19.—Lieutenant Ernest H. Shackleton, the British explorer, has confirmed the report that he would fit out another expedition to sail for the Antarctic in 1911. The party will have two steamers and will descend on the ice fields of the south at points 2500 miles apart. From these points the two sections of the party will work towards each other tracing a large section of the uncharted seacoast.

Metropolitan Company in Paris. Paris, May 19.—The Paris season of the Metropolitan Opera company of New York was opened auspiciously at the Theatre du Chatelet this evening with a performance of Verdi's "Aida."

Marcola Mills to Resume. Eugene, Or., May 19.—The Southern Pacific company's three sawmills at Marcola, on the Mohawk branch of the railroad, will be started up again within

the next two weeks. The new superintendent of the mills has been ordered to report next week, and it is said that immediately thereafter the mills will be started up. The plants employ between 200 and 300 men.

Monument to Howes. Spencer, Mass., May 19.—A \$3000 monument paid for with subscriptions from members of the Howe family in all parts of the United States was erected here today to commemorate the three brothers who were inventors, Elias Howe Jr., William Howe and Tyler Howe, all of whom were natives of this place. Elias Howe invented the sewing machine. William Howe the truss bridges and Tyler Howe the spring bed.

Forger To Be Returned. Salem, Or., May 19.—A requisition for the return to Spokane of K. Fukeeda, wanted in that city for forgery, was honored by the executive yesterday. Fukeeda is under arrest at Portland and S. D. Deak is appointed agent to take charge of the prisoner until he is returned to Spokane.

Hay Invites Benson. Salem, Or., May 19.—Governor Benson yesterday received a personal invitation from Governor M. E. Hay of the state of Washington to be his guest next summer during the encampment of the national guard of the northwest states at American lake in Washington from August 15 to 26.

To Attend World's Convention. Montreal, May 19.—The Canadian delegates to the World's W. C. T. U. convention at the World's W. C. T. U. con-

For More Than Three Decades Foley's Honey and Tar has been a household favorite for all ailments of the throat, chest and lungs. For infants and children it is best and safest, as it contains no opiates and no harmful drugs. It is especially good for the chronic cough of elderly people, and for bronchitis and asthma. None genuine but Foley's Honey and Tar in the yellow package. Refuse substitutes. Skidmore Drug Co., 151 2d st.

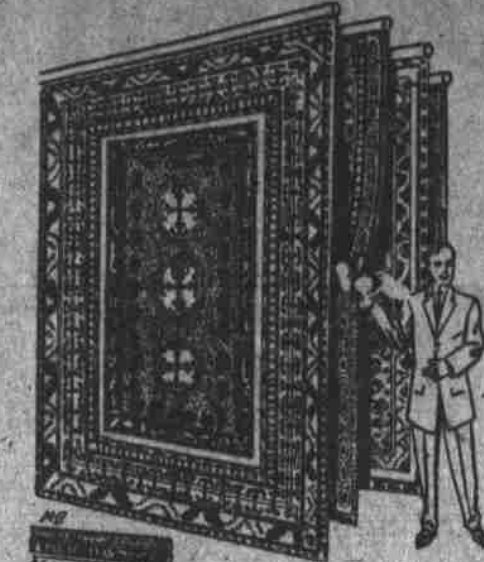
vention called today on the Donaldson Liner Cassandra for Glasgow, where the convention is to begin its sessions June 4.

Requisition is issued. (Salem Bureau of The Journal.) Salem, Or., May 19.—A requisition upon the governor of Montana was issued from the executive office at Salem yesterday for the return to Union county in this state of George Brown, wanted for forgery.

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\$35 Axminster Room Size Rugs \$19.95



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1000 Rug Samples

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—A thousand manufacturers' full-length Curtain Samples, 2½ and 3 yards long, 45 to 50 inches wide. A large variety of selected patterns in plain or figured centers, with very effective borders. From two to five pairs of a kind, in white, ecru or Arabian color.



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Soo-Spokane Portland "Train de Luxe"

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	To Eastern Cities	ST. LOUIS	KANSAS CITY
CHICAGO	\$72.50	\$67.50	\$60.00
OMAHA	\$60.00	\$55.00	\$50.00
DENVER	\$55.00		

Tickets on sale June 2, 17 and 24; July 5 and 22; August 3; September 8. Going limit 10 days, return limit three months. Stopovers within limit. One way through California, \$15.00 additional. Purchase tickets and obtain all desired information at the City Ticket Office, Third and Washington streets.

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