isfaction with a nine hour day, but the gathering of the national officers here may mean a big fight. The machinists

have not secured an eight hour day yet in San Francisco, which is a strong-er union town than any in the north-

west, but they can make a big fight for it here if they all get together.

Open New Territory.

of new land in southwestern Washing-ton by the new Grays Harbor branch of

the Oregon & Washington railroad will

be effected when the passenger serv

ice on the new line is started, about

September 1. The Oregon & Washing

ton has inaugurated a month of home

seekers' rates, which will be effective

from eastern points between September

15 and October 15. In times past the

railroads have allowed rates of this

sort in the spring, but not in other sea-

decided to distribute its homeseeker

travel over various parts of the year

and will bring as many new settlers

westward this fall as possible. In or

der that residents in the northwest who

want to send for friends or relatives

in the east may do so easily, the rail

road has a scheme of accepting deposits

for tickets at western offices, and then

ordering the ticket issued at any eastern

office desired. It is anything to get

the settler now, and the Oregon & Washington will bring a lot of good

competition into the field of settling up

the country. The logged off lands and rich; valleys of the southwestern part of

the state offer many attractions and

Organize Tax Leagues.

That the movement started last year

for the organization of local county tax

leagues is bearing fruit is evident from

the fact that organizations of this kind

now exist in several of the countles of

the state; the latest to join the ranks

being Plerce county, where, at a meeting of taxpayers called by the Tacoma

chamber of commerce on the tenth of

this month, a tax league was formed to

handle matters pertaining to tax levies

and public expenditures in the future.

The State Taxpayers' league, in wag-

ing its vigorous campaign against ex-travagance in public affairs, has sent

out circulars to taxpayers throughout

the state advocating the organization

of local tax leagues pointing out that

if such leagues exist, composed of the

right men, tax officials would gladly

welcome their assistance and that a

great deal of good could be accomplished in checking extravagance and unneces-

homes for thousands of new citizens.

The Oregon & Washington has

The opening up of thousands of acres

East Side Improvement Association Committee Reports Against Vacation of Streets to Railroad or Others.

That the city of Portland should take a determined stand against the vacation of streets, abutting the river, to railroad corporations, and should frame a policy whereby the city's waterfront the advocates of the vacations, that the cess. may eventually become a public levee, railroad thus dedicates to the use of "It open to free competition is the recom mendation of the publicity committee of the East Side Improvement association n an exhaustive report upon the sub-

The East Side Improvement association, having appointed a committee to perare with committees of other east side clubs to investigate and report on, the merits of said vacations and to bring its report before the public, begs buys from the railroad as is the leave to invite attention to the following statement and argument.

Efforts have been made by the O. R. N, company seeking these vacations and its friends and attorneys to confuse and misinform the public on this matter. The people of the east side opposing been accused of having personal reasons at variance with the public interest and of being obstructionists.

Proposition Misrepresented. "It has been said that there is on the east side almost a unanimous support for said vacations. A member of the council, Mr. Cellars, in addressing the council on the subject, has said that much of the opposition was due to misinformation, and that with correct information, their position would be unten-able. He stated that in fact none of the streets vacated were open to the river, and that there are other streets running parallel to said streets by which the public could reach the river.

"The facts are that most of those op posing the vacations have no private reasons, but do so from the general interest against being fenced from the harbor, and the east side water front being turned over entirely to private in-terests to exploit for their especial benefit, thereby confining the use of same, retarding the development of the adjacent property, and driving the people of the east side across the river to

reach the great stream of trade, "We find that the parts of the 13 streets asked in vacation, constitute every street running toward the river between Holladay avenue and Oak street with the exception of Burnside street. occupied by the bridge and Glisan and Hoyt streets, which two end several blocks shy of the river, the intervening ground being owned by the railroad.

Do Not Extend to Biver. "The railroad property abutting on these proposed vacations, with said vacations constitute a continuous strip of ground 4100 feet in length or about 10-13 of a mile. Of these Pine and Ash streets are now open to the shore line are, next the river, occupied by lumber eral government, as improved by govyards. So the public to reach the river by Mr. Cellars' 'other paratlel streets,' will have to skip this strip of nearly

#### STUBBORN ECZEMA CASES YIELD TO POSLAM

Called "Greatest Skin Remedy in Europe or America."

"Poslam did for my wire, who is spending the winter abroad, what no doctor could do. Half the jar entirely cured her of the most disfiguring form of scaly eczema, which simply covered her face. Fourteen days after the first application her face was fair, smooth and without a spot or blemish. We look upon it as nothing short of a miracle. It is the greatest skin-remedy we have ever found either in Europe or America and we have tried celebrated special-ists, all sorts of cures and many pat-This statement, made ent remedies." by Mr. A. E. Gardner of Bridgeport. Conn., but one of the thousands of similar expressions regarding the actual accomplishments of poslam in the erudication of every form of skin disease, eczema, acne, tetter, barber's itch, psoriasis, shingles, etc., beside the mior skin affections (such as pimples, blemishes, red noses, hives, fever blisters, in which results are seen so rap-

Poslam is on sale in 50-cent boxes and \$2 jars at all druggists', particular. ly the Owl Drug Co. A free sample may be obtained by mail, in plain wrapper, by writing to the Emergency Laboratories, 32 West Twenty-fifth street, New

## TALKS on TEETH

Toothsome-Taste and Teeth

a watch, put him to the bad, and rightly so.

Could you love a person with an habitual bad breath? That is the result of decaying teeth, Pyorrhea, partial plates or an unsanitary bridge. The Alveolar method of dentistry emancipates people from these obnoxions.

Eriefly the ALVEGLAR METHOD is

Briefly the ALVEOLAR METHOD is as follows:

If anyone is wearing a partial plate or bridge, and has two or more teeth left in either jaw, we will supply a full set, without using plates or bridgework, that will be practically as firm in the jaws as nature's teeth and as permanent, and more beautiful.

The work is practically painless and carries our guagantee of satisfaction.

Ouring Pyorrhaa (loose teeth), a disease given up by other denlists as incurable, is another of our specialties. We cure it absolutely. It's a boastful 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 call. We have samples of our work to show at all times. THE REE DENTAL CO., DESTIETS 311 to 314 Abington Bldg, 108% 3d St. Terms to Reliable People.

one mile, this obstruction being in the very heart and center of the east side waterfront. It is true that with the exceptions noted of Pine and Ash, all these streets do not extend to the river and the narrow strip of ground between the Southern Pacific's right of way, located mostly on First street, and the river is owned by the railroad. This unfortunate fact is quoted with grest reliably the advocates of vacation. Yet it is true that they approach in most instances to within 100 feet or less of the river and can be considered as partly wharfage property. At least in the svent of the city constructing any wharves or docks in this territory these

wharves or docks in this territory these streets in question could be used to trade for some of the railroad's narrow strip of waterfront, thus making both roperties available for the desired uses

by both city and railroad.

"There is no pretense on the part of the railroad that it needs or intends to improve immediately all this extent of ground it asks the city to abandon.

To Build Preight Shed. proposes to erect a freight 200 feet long on the block of Oak street, and a track for the use of the public in loading and unloading cars, extending some 3 or 4 blocks further north and much stress is laid upon this by the public more of its own property than

the vacations sought. "This comparison of areas is untrue, and there is this radical difference beween such 'devoted use' and a street, that the street can be used for all traffic while the other can only be used

for that particular railroad's traffic. "Again, delivery is as necessary a part of the service which the public ing, and it is begging the question to say that terminal grounds are for the gratuitous use of the public. Goods are not delivered until they pass off the railroads' property onto ground where the railroad has no control.

"The rest of this strip, nearly a half mile in extent, the railroad asks for merely on the plea of use as a switch yard or for approaches to the new bridge, and always specifies these as the parts of streets under the bluff, and it is intimated they can not be used as Now the federal government streets. compelled the railroad to accept its charter for its new bridge subject to common user clause on the bridge and for 2000 feet from each end, thus implying that the harbor is not to be obstructed in any way except for general use, and also that all roadways within 2000 feet must also be for gen-

Why Should City Be Weak? "This is the federal government's policy, not only for the harbor, but for public rights of way to the harbor. Why

should it not be the city's policy.?

"Why should a city of 230,000 souls be so weak? Why all this crowding of private interests for exclusive occupancy of the harbor shore, even down to the harbor line defining what is necessary for the passage of ships? And switch yards for miles along the river, bonds were sold to local bidders. like pigs in a trough. Taking envious ways and means committee sold waterfront owners to the other south and elsewhere advance their claims from the shore line which by plats bounded their property to the harbor line subsequently estab-lished, and deny the rights of the city to any streets in these riparian rights, claiming such rights on the streets as well as on their deeded lands. This condition applies to all the rest of the East Side waterfront not under exposliation by the Harriman roads, so that the question for the East Side people to consider at this time is, can the pec ple take advantage of the public use the harbor as protected b ernment appropriation, and also by spe-cial port tak levied on the people; but must the public accept its rights only at second hand from private corpora tions allowed to occupy these strategic

positions for their exclusive profit and vy its tolls accordingly? Recognizes the Necessity of Docks. "Mr. A. B. Widney recognizes the immediate and urgent necessity of concrete docks with modern equipment and ommends "that bonds be issued to help waterfront owners to construct the same, and that the city close and doto abutting owners the ends of such streets as do not terminate in bridges.' Would it not be just as fair donate also those terminating in bridges? It is no worse to put private owners in possession of bridge approaches that they may levy toll than to do the same on streets connecting with the water routes. The present

situation is summarized in the fact that all private interests along the riverfront are entering, whether conserva tively or not, a campaign to absorb all waterfront, especially on the East Now appears to be regarded as the opportune time to make a cleanup. "The Harriman lines own about six miles of waterfront in the limits of the The Portland Railway, Light &

Power company is a large owner. Individuals own perhaps as much more. The city has very little left, but under the universally conceded need the little she has should be jealously conserved instead of being abandoned. It is said, "Don't oppose the railroads. Let them in to develop the city." It is not a question of letting them in, but a quesion of not letting them put everybody

Many Oppose Policy. one opposes the presence

railroad or the expansion of their business to the utmost, but many do oppose the policy of the railroads to appropriate what should be public easements to their exclusive use. No one opposes the occupancy by any railroad Toothsome-Taste and Teeth
In days agone, if things tasted good
we called them "toothsome."
We did not work the subject out according to the Herbert Spencer law of synthesis, but we dimly felt that teeth and taste were closely akin.
And therein were we quite correct.
The widow who declined to marry the man and on being discrectly pressed for a reason, abruptiv declared with a Maris Corelli defiance that it was because he did not have the Dental-Floss habit, was right in her instincts. She would rid her of the reek before she took it on as a life lease. For it is just such little things that make or mar, when we have sworn to love, honor and humor, and face the party over the coffee urn every morning for 39 years.
The gentleman was not personally pleasant, and although he may have had a college degree, social position and spondulex, yet a breath that would stop a watch, put him to the bad, and rightly so.
Could you love a person with an hab-

sive rates. It considers the money well spent, yet the great impregnable influence which gives Portland advantages she has in the way of rates and puts her on the map as a great commercial point, is her water traffic. The water routes cannot be monopolized and have wider connections than all the rail

routes. Count on Liberal Facilities, "Independent lines such as the American-Hawitan, and tramp vessels such as the huge Kumeric, which just cleared from this port with a transceanic cargo on which a \$3 rate was cut to \$2.50 or less, is the type of trans-port on which we should layish our

friendship. They are in the transportation business exclusively. a corps of attorneys, lobbyists and politicians. They are genuine carriers and are satisfied with free competition They depend on every port having sense enough to furnish them with liberal facilities for discharging and receiving cargo, and a square deal all around; and

Portland should see that they are not disappointed. Every inducement should be offered to roads looking this way from any point of the compass to bring them cargo and equal opportunities given them to reach the harbor.

The rate from New York to Pacific ports by mill on a certain class of goods is al.50 per hundred weight (until recently \$1.40) by rail and water on the Harriman lines to Honolulu and oriental-Pacific ports 95 cents per hundred. To inland points from New York the \$1.50 rate to Pacific ports with the local rate back to said points added. So much for the difference between monopoly and free competition.

nopoly and free competition.
"So, why should Portland not appreciate its harbor and keep it free from the land side as well as the water side? The tonnage carried by all vessels en-tering this port for year ending June 30 last is computed to be about 3,75%, 000 tons. By far the greater part of this was carried by independent ships. and the amount is said to be probably greater than that carried by the railroads. This great trade will be far greater after the opening of the Panama canal, and Portland has no greater or more urgent duty than to anticipate and provide for this development, which cannot be done by confining water front favors to a single corporation or anything short of free and unlimited ac-

"It is claimed for Portland's railroad the public docks at San Francisco, where the charge is 5 cents per ton against Portland's 25 cents. Portland's dock facilities being also inferior. necessarily follows that just as the harbor is free, so access to it should be free. Its shore should be a public levee, and this should be the base of the city's system of streets and vacations obstructing the connection of the streets with this base for three quarters of a mile or any other distance should not be tolerated or thought of. In fact, the city was platted on this plan origi-nally and every encroachment on the most important part of the system is an act of treachery to the rights and welfare of its citizens.

"A resume of how the railroads ac-quired their rights in the territory in question and the concessions made the city and how they have been fulfilled will be published later. "EAST SIDE LAPROVEMENT ASSO-

"Per Dan Kellaher, M. O. Collins, J. B. Ziegler, committee on publicity."

Improvement bonds to the amount of \$265,000 were sold yesterday afternoon by the city. They draw 6 per cent interest and run for an indefinite period. W. F. White was the heaviest buyer. the Harriman roads, not content with He took \$205,000 worth at par, secrued what it-seeds, must perforce sprawl its interest, and a premium of 5-16. All ways and means committee sold the bonds.

> The committee further recommended to the council the raise in salary of Captain of Police John Moore. He is receiving \$150 a month. This is increased to \$175. Captain Moore, who is senior captain, ranks as chief in the absence of the latter.

### LOCAL MAN INVENTS ON "WHILE YOU WAIT" ORDER The Story Your

Most prolific as an inventor is A. L. with Edison in range of contrivances manufactured. He has invented innumerable practical appliances.

Mr. Chapman's latest invention is revolving lawn sprinkler. He contends for it that it throws a stronger and more sweeping spray than all others. Through agents he will manufacture and sell it in Oregon. He secured papers of patent for it recently. E. L. Largey has purchased Oregon rights for Mr. Chapman's patented combination froning and sleeve board. He has ordered machinery for the manufacture of the board, and will establish a plant in Portland.

#### THREE NEW COMPANIES ENTER BUSINESS WHIRL

Benjamin L. Smith, J. R. Curtis and A. W. Richter have incorporated the Pacific Northwest Development company, capital stock \$50,000.

The Rodney Estate company has ncorporated with a capital of \$4500 by William E. Morris, C. J. Mitckelet and Sanderson Reed.

The N. W. Ungar company, furriers. has been incorporated by Nicholas M Ungar, Arthur E. Wittenberg and Joseph H. Block, capital \$5000.

Good Health Demands Good Teeth

To keep yours sound and white give them scrupulous daily care GRAVES with a dentifrice that both polishes and preserves.



Why don't YOU

try one?

# Our lens-grinding plant is the mos placed while you walt SECOND FLOOR CORBETT BLDG. The Largest and Best Equipped Op-

#### "Blazing the Trail" Often a pleased optical patient will tell me: "I would have come to you sooner, but I

1PSON Eye Sight Specialist

FIFTH AND MORRISON.

tical Parlors in Oregon.

was led to believe that it was impossible to fit 'good" glasses at the prices you advertise." Citizens of Portland, don't be misled. I "positively" use the "best" grade of lens, and, moreover, I make a fair profit at the prices I advertise. My prices are no lower than most Eastern prices. am simply "blazing the trail in the optical business. Others will

have to follow in time.

Staples the Jeweler 162 FIRST STREET Near Florr son

#### sight hour day. National officers of the Moulders and Pattern Makers unions are now gathered in Scattle, discussing he advisability of ordering a strike of these unions in sympathy with the ma-chinists and in demand of an eight hour day. The machinists strike has been a practical failure so far, because half of the shops in the northwest are em-ploying non union labor entirely, and the union shops have found plenty of nonunion help since the strike began on June 1. Unless the moulders and attern makers come to their rescue the machinists' cause seems rather hopeless. Up to date the moulders and pattern makers have expressed sat-

Governors Boost for "Northwestern Idea" in Conservation-Machinists to Wage War for Shorter Hours.

(Special Dispatch to The Journal.) Seattle, Wash., Aug. 23.—To see that the west does not get the worst of it at the National Concervation congress, scheduled for St. Paul in September the governors of nine states, or their personal representatives met last week owned docks that the charges are rea- at Salt Lake and determined to pull sonable, yet they are not so low as on together for a strong western represen-Governor M. E. Hay of Wash ington; called the conference, and the states represented were Washington, Oregon, Idaho, Utah, California, Nevada, Nebraska, Colorado and Minnesota

The "Northwestern Idea" in conserva tion, namely, that the states should have the final say in the care of theh natural resources, and that eastern bu reaucrats shall not control western lands, timber and water power, was urged by Governor Hay; Governor Norris, of Nebraska, sent a representative to the meeting, and advanced the opinion that the St. Paul convention would be in the hands of conservation enthusiasts of the more radical type, and "Northwestern Idea" would get little consideration. He believed that the Pinchot ideas would be endorsed despite what the westerners may do. However, the assembled governors secretaries of state, and others decided to present a united front on any points which the west desired to make a fight for, and the St. Paul gathering is liable to see some bitter conflicts between conservationists with conflicting

Section Gangs Fight Fires. The fight against forest fires in the northwest goes forward steadily, the latest forces added to those ready to combat the ravages of flame being those of the Great Northern railroad. President Louis W. Hill has issued a general order that the railroad section gangs and other employes will be available at any time for fighting fires, no matter what the cause of their origin. This order places at the assistance of the state officers and the Washington Forest Fire association, hundreds of fire fighters, and will be of great value in the campaign to save the timber of the northwest, during the present season which is the driest in the history of this section.

Machinists to Wage War, What may be considered a last stand of the labor unions in the northwest, so far as the iron and steel trades are concerned, will be made in Portland. Seattle, Everett, Bellingham, Vancouver and Victoria in connection with the strike of the Machinists' union for an

Mirror Tells

We are actual makers-not like the

### WON'T LET THEM TELL THEIR NAMES

sary appropriations.

Makers Ask Eilers People Not to Mention Piano Names in Sale of Bankrupt Dealer's Stock.

#### SECRECY INCREASES INTEREST

Since Trade of Dealers in Other Cities Who Secure Regular Retail Prices for the Same Pianos Would Be Demoralized by Low Prices at Which the Four Carloads of Pianos Are Now Being Closed Out.

It seems that Eilers Music House has again trampled on the toes of sev-eral plano dealers by selling the same planos for \$29 to \$143 less than the reg-ular prices these little dealers were

It All Came About This Way.

An eastern dealer who failed had or-dered four carloads of two celebrated makes of planos. Being unable to pay for them, he asked the manufacturers to try to dispose of them otherwise. These manufacturers, knowing Ellers Music House's large scale of operation Music House's large scale of operation, and their reputation for taking advantage of any concessions in price obtainable, wired the Eilers people for an of-

fer.
Ellers Music House immediately wired their buyer to inspect the reports and then make a proposition, which was almost a third less than these instruments had ever been bought for before. This offer was finally accepted. onckee described by the schoolboy as 'a bird who don't lay his own eggs him-Then Came the Trouble.

When these four carloads arrived last week, Eilers Music House immediately proceeded to place them on sale at \$89 to \$143 less than these other dealers' lowest cash prices on the identical instruments.
So rapidly spread the news that be

fore the announcement of these planot fore the announcement of these planos could be got to press, the manufacturers had been appealed to by other dealers to prevent the use of the name of these planos in advertising same, since they could not prevent Ellers selling the instruments under price.

This has only made people more curi-

This has only made people more curious, and the result has been greater interest than ever among music lovers as to these fine planos.

These planos are such great values that they really need no advertising to sell them. A \$275 style is sold for \$286; the \$400 style 80 for \$204; \$450 styles are \$318, and very elaborate \$475 kinds are \$372.

These vignos are made in the latest

These planes are made in the latest design cases, some plain and others beautifully carved of figured mahogany, mottled walnut and burled oak. They are definitely guaranteed both by the manufacturers, and also by Eilers Music House: "Money back," say we, if pur-chase after trial does not prove satis-

factory.

Anyone desirous of securing a really superb and reliable plano at this extraordinary saving should come at once and investigate this proposition.

See some of these planos in our display windows in our retail store, 351, 353, 355.

Washington street. Also at our East

Washington street. Also at our East Side Store, \$4 Grand avenue. EILERS MUSIC HOUSE, Oregon's Home Con-cern. Largest, Oldest and Most Reliable.

MERCHANDISE OF MERIT ONLY

Cream Serge Tailored Suits \$9.95

### \$20, \$25, \$27.50 Values

-Distinctive and superior suits in this season's newest styles. The coats are thirtytwo inch length and the skirts are plaited.

-They are of plain cream serge and cream serge with colored hair line stripes.

-They have moire collars in white and black in notched and shawl styles. The jackets are lined throughout with an extra grade of cream satin. and fastened with large pearl buttons.

-There are eight distinct styles in the assortment. There are all sizes in the lot, but not all sizes in each style. You'll bave to come early in order to get your choice, for at this price they will not last long.

-See window display.



New Taffeta Silk Waists \$2.35

### Regular Price \$3.75

A special purchase of these Taffeta Silk Waists, in black, navy, wood brown, Copenhagen and garnet. They are cut on the newest lines and fasten down the back and under a pleat. The fronts have clusters of tucks and trimmings of silk-covered buttons. Standing tucked collars with buttons on the points. They have long sleeves which are finished at the hand with a tucked cuff. This is the smartest and most up-to-date style in silk waists for fall wear. They are offered special Wednesday at \$2.35.

-See window display.

Ladies' House Dresses at \$1.29



general use.

# Regular \$2.00

Values

-New House Dresses, just arrived by express and go on sale tomorrow. They are made of good quality plain blue chambray, striped seersucker and light figured percales.

-Made in high-neck styles, with turn-over collars and band cuffs on the sleeves. The waist has a plaited front. Deep hemmed gored skirt, with inverted plait or full back. Sizes 34 to 44.

-Special Wednesday \$1.29.

### New Kazok Art Rugs \$18 Art Rugs, 9x12, \$14.75

\$17 Art Rugs, 9x10-6\$13.75 -We have just received a large shipment of these new Art Rugs, suitable for bedrooms, living-rooms and

-These are wool rugs and exact duplicate patterns of the real imported Scotch Rugs. They come with plain or figured centers, with pretty scroll, key or conventional borders. In soft shades of tan, brown, green, pink or blues.

## 75c Linoleum Special 49c Yard

-Five thousand yards of Printed Linoleum, standard quality, will be offered tomorrow at 49¢ a yard. The regular 75c kind. In a large variety of light or dark

## Rattan and Fiber Suitcases \$3.45

-Rattan Suitcase with steel frame, in 24 and 26-inch sizes. Lined throughout with linen, has a full-size shirt fold inside and leather straps. Has strong brass locks and bolts.