

PORT COMMISSION MAY INTERFERE IN BROADWAY BRIDGE

Visit Sites of Old and New Steel Bridges—Apparently Is New Plan of the Obstructionists.

At the instance of C. K. Henry, A. Neppach and others, members of the Port of Portland commission visited yesterday the sites of the old and new steel bridges. Henry, Neppach and others had asked the commission to forbid that any work be done on the Broadway bridge until the new steel bridge is completed and the old one completely removed from the channel. The commission will hold a special meeting Tuesday to determine whether it will comply with this request.

At the Tuesday meeting the bridge committee of the North East Side Improvement association, the committee from the Seventh Street Business Men's club and many other prominent advocates of the Broadway bridge will be present to protest against any more delay. The nature of their protest was expressed briefly yesterday by Judge M. G. Munly.

Calls It Obstructionists' Scheme.
"It is another scheme of the obstructionists," said Judge Munly, "to delay the building of the Broadway bridge. It may be claimed that the building of the Broadway bridge, while work on the railroad bridge is under way, will block the channel. If this is true, why does the complaint come from the enemies of the Broadway bridge, and not from the navigators, who are principally concerned?"

The authority of the Port of Portland to delay the Broadway bridge will also be questioned. It was asserted yesterday. The commission's duty is to keep navigation clear, but obstructionists have already declared that the Broadway bridge will not obstruct navigation. It will also be pointed out that the commission gave the O. R. & N. permission not only to proceed with its bridge after the Broadway bridge has been authorized by the voters, but has allowed a much more embarrassing blocking of the channel than the construction work on the Broadway bridge could ever be the cause of. If the corporation has been given permission to build its bridge subsequent to the action of the people, why should the city be interfered with? This is the question which the advocates of the Broadway bridge are asking.

Use Commission as Tool.
A number of prominent business men frankly expressed their opinion yesterday that the Broadway bridge obstructionists are endeavoring to use the Port of Portland commission as a tool to prevent the Broadway bridge's building. It was remembered that the Port of Portland commission had been slow in approving the Broadway bridge. It was also remembered that Frank Kierman and Ralph Dunway had declared that if they could succeed in deferring the construction of the Broadway bridge until the new O. R. & N. bridge was completed it could be fixed so that the Broadway bridge never would be built. Members of the commission assumed what was considered a rather peculiar attitude yesterday, in view of the great public importance of the issue. P. L. Willis and C. F. Swigert, active members of the commission, positively refused to say anything for publication, either in favor of or disapproval of delaying the construction of the bridge.

Lines of System.
C. F. Adams, another active member of the commission, said he believed work could not well be commenced on the Broadway bridge within six or seven months anyway, and that, whether the Port of Portland commission took any action or not, the effect would be the same.

Mr. Adams said that one of the causes for the deplorable traffic congestion in Portland today was the lack of system in building former bridges. The Morrison street bridge was not made wide enough. A heavy traffic bridge that should have been built between the Morrison and Burnside bridges was never seriously contemplated. Mr. Adams also said that, whether the Broadway bridge was constructed or not, the city would eventually come to the tube which C. K. Henry thinks should be built. Swigert and Willis refused to say anything whatever about the tube. Mr. Adams said the port had not formally considered the tube theory.

Relations Broken Off.
All conferences were ended yesterday between the city attorney's office and the obstructionists' attorney, Ralph R. Dunway. It had been arranged by the supreme court that contending attorneys in the application for an order enjoining delivery of the bonds might confer and make such alterations in the time and manner of hearing the arguments as would be mutually satisfactory. Deputy City Attorney Benbow said yesterday that the first thing Dunway proposed when he conferred with him was a 10 days' delay. This convinced him that any conference would be provocative of more delays if Dunway could have his way, and Benbow will hereafter have nothing to do with Dunway until they meet before the supreme court.

"NESMITH DAY" PROVES SUCCESS

Residents in Proposed New County Raise Funds to Aid in Boost for Division.

(Special Dispatch to The Journal.)
"Nesmith county day" brought to this city today hundreds of farmers from the territory seeking separation from Lane and Douglas counties and many from nearby towns. Several thousand people packed the barbequed meats, served under a large pavilion. The Woman's club sold tags on which is a picture of James W. Nesmith, and realized over \$100. The first tag was sold at auction and brought \$25 after considerable sharp bidding. The merchants as well as nearly all other business concerns contributed 10 per cent of their cash sales to the promotion, fund from which some close to \$200 will be realized.

INSURANCE RATES HIGH BECAUSE OF ROTTEN OLD DOCKS

Captain A. W. Graham Comes Out Strongly in Favor of Municipal Wharves; Urges Everyone to Vote for Them.

"I intend to vote for public docks," said Captain A. W. Graham, manager of the Oregon City Transportation company, yesterday. "I intend to vote for public docks. See this mess higher?"

Captain Graham indicated the water front, which could be seen from the door of his company's Taylor street dock.

"The water front looks as rotten as it does because Portland does not have public docks. Do you know the reason why the independent owners do not improve their docks? Do you know why this dock we stand on is as unsightly as it is? I will tell you. Under present conditions it scarcely pays a private owner to maintain a dock as it should be. The result is expense all around. Insurance is perhaps 100 per cent more than it should be."

Would Burn Like Tinder.
"That is because these old ramshackle structures would go like tinder if a fire ever got well started among them. All of them are open underneath. They draw like a chimney flue. Get a fire started here—some day it will start—and then we will begin all over again."

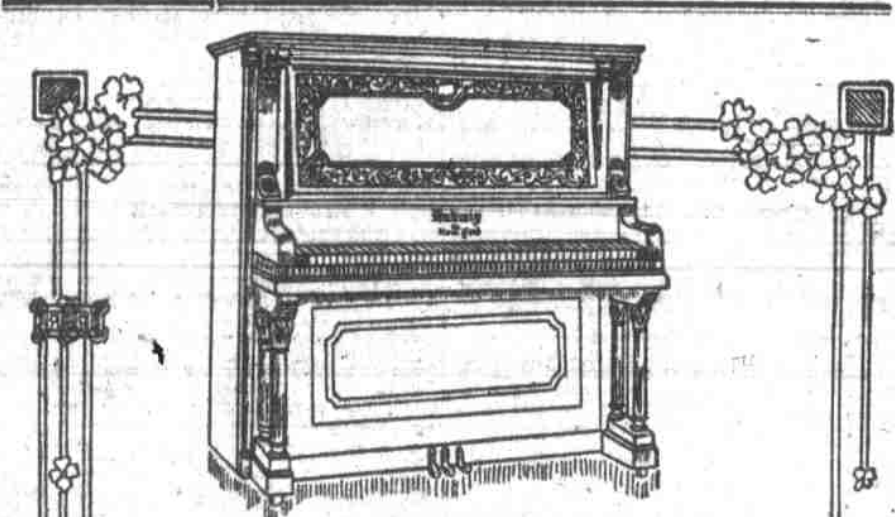
"They say the city can't get dock sites at a reasonable price. It's true the costs are greater than they used to be and by the same token prices will be greater in the future. I'll venture we don't have public docks unless we get them now."

"It is true that we haven't a dock properly built so that a ship of the deep sea can discharge cargo or load simply or economically. That is among the independent docks. Railroad ships can load and unload at railroad docks, but independent ships can't. Grain and lumber boats can load and unload at grain and lumber docks, but independent boats can't."

"These are some of the reasons why Portland must have public docks. We've got to revolutionize conditions and make it profitable to run a dock. We've got to get the control away from the railroads. They want all the business and try to make it unprofitable for the rest of us. Public docks will pay the people here. They pay other places. They bring bigger business."

Favors Commission.
"They say there's going to be graft in connection with public docks. If there was going to be graft I wouldn't vote for public docks. By the same token I wouldn't vote for public docks if I knew the city council was going to run them. If I ran my business the way the city council runs the business of the city I would have been bankrupt long ago. I don't believe any voters want the city council to have anything to do with running the public docks. But a commission of experts appointed for fitness and not for politics can make over our shipping business, can advertise this harbor around the world, bring big business here and refund every cent of the money which the people will pay out in issuing bonds for their building."

Captain Graham, besides being one of the best informed men in the city on local harbor conditions, has also visited most of the world's great ports. He agrees with many others that Portland's waterfront is the most unsightly he has ever seen, and that it will probably continue to be unsightly and exclusive of bigger business until the people vote for public docks.



NO MATTER what you select
in a piano here—the low-priced; the medium or very best makes—we insist that you know exactly what you are getting. Protected thus against misrepresentation, you are sure of ALWAYS getting exactly what you pay for at

Sherman & Co.

Sixth and Morrison, Portland, Or.

PUSH PLANS FOR LECTURE COURSE

Committee on Tickets Reports Progress; Speakers of National Fame to Speak.

At a meeting of the ticket committee, Mrs. George Beach, chairman, having in charge the course tickets for the lecture and entertainment course to be presented during the season by the united efforts of the Collegiate Alumnae and Oregon Alumnae, splendid progress was reported. This is a rare opportunity to see and hear some of the great speakers and entertainers of the country at a nominal rate—such men as Doliver, the "silver-tongued" folk, the reformer, and Lindsey, the friend of the boy. Those three alone are worth the price of the course ticket.

All tastes will be appealed to by some number of the course, the musical, the literary and the dramatic and the popular all will be satisfied. The first to appear will be Mantville Flowers, who is well known in this part of the country, as he is in the east, as one of the greatest products of the lyceum platform. He is highly commended by Elbert Hubbard, John Temple Graves, Leand T. Powers, Bishop McCabe and many newspapers and publications. He will appear November 10, at the Masonic Temple.

Course tickets are now being sold at Ellers, Gillis, Woodard-Clarke's and Nauf's and by the committee, of which Mrs. R. C. Powers is chairman. Mrs. J. C. Elliot King is president of the Collegiate Alumnae, and Mrs. George Beach that of the Oregon Alumnae.

BUYS LAND BUT HAS NO FUNDS IN BANK

(Special Dispatch to The Journal.)
Eugene, Or., Oct. 15.—Harry Dryer, alias Jack Davis, registering at a local hotel from San Bernardino, Cal., was arrested here this afternoon by Chief of Police Farrington on a charge of obtaining money under false pretenses. Dryer contracted with Garrett and Mitchell, a local real estate firm, to buy 13½ acres of land near the city for \$700 an acre, and gave them a check for \$330 on the California State Bank of San Bernardino. Soon afterward he stated he needed a little ready cash and asked for a loan of \$30. He was accommodated. The real estate firm wired to the bank and received the reply that Dryer or Davis had no funds there. He signed the check "Jack Davis." He was arrested at a football game between the university and alumni on Kincaid field, and was yelling for the varsity. He is being held for examination Monday.

Labor Leaders Take Action.
This is what the Federated Trades resolved at Friday night's meeting: "Whereas, The Portland Federated Trades Council pioneered the movement for public docks in this city, and realizing that such docks are an absolutely necessary for the industrial and commercial supremacy of Portland; further in view of the fact that the consumer pays the freight and that the early completion of the Panama canal will give water competition, thereby compelling the railroads to lower their freight rates to the Pacific coast, therefore, be it

Resolved, That the Central Labor Council commends to the working people of Portland a careful consideration of the proposed amendment to the city charter, establishing municipal ownership of public docks, believing that such study will result in a favorable ballot upon this important measure."

Journal Want Ads bring results.

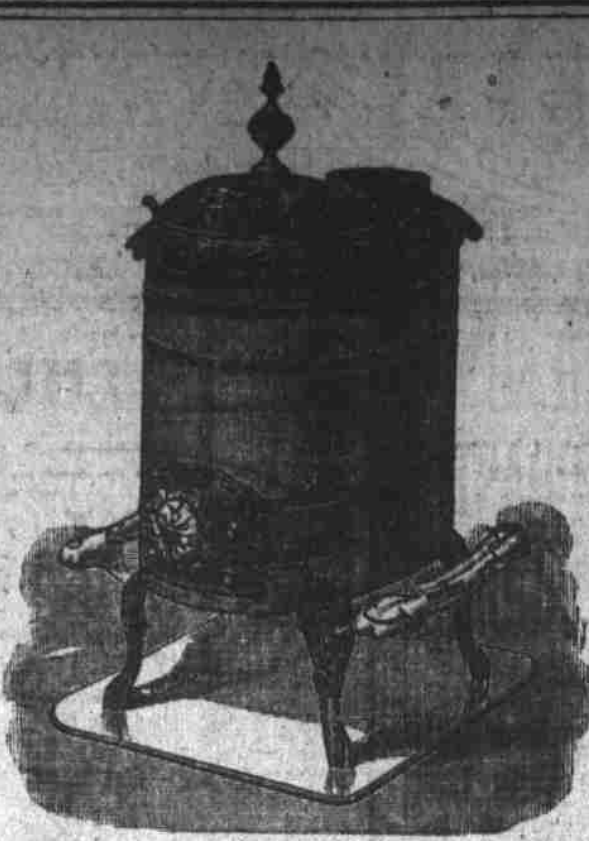
Get Your Garments Cleaned in Time for Thanksgiving

Any garments you may entrust to us to be cleaned or dyed will strike you as looking equal to new. We impart a freshness and brightness to every fabric, and we do not injure the most delicate material. Our low charges will surprise you, too.

Mail Orders Given Prompt Attention

Vienna Steam Cleaning and Dyeing Works

224-226 Third St., bet. Salmon and Main



Great Heater Sale

\$4.98

Four ninety-eight will buy a stove like this, No. 18 size, but with new style, outside tubular draft instead of bottom draft shown. Has nickel foot rails and urn. A first class article that you will buy just as soon as you come to see it.

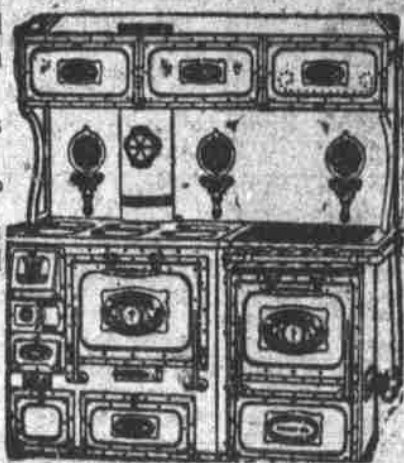
Who Wants Thirty Dollars

Two thousand people in and around Portland have bought Monarch Malleable Ranges from us in the past six years.

We will give any of these people thirty dollars cash for their range.

Is this an advertising stunt or do we mean it?

No other dealer dares offer such a proposition to the public because their ranges cannot stand the racket like the Indestructible Monarch.



Biggest Bargain of the Season—

Special sale of One Hundred Reliance Steel Ranges.

Cash \$25, Payments \$27.50

These ranges are guaranteed to cook and bake perfectly. Have neat trimmings, 4 lids, 14-inch oven, large fire box, high closet and are full asbestos lined. Unless you are going to buy a malleable range you do not want anything better. We can also furnish these in 16, 18 and 20-inch ovens.



Bring in the size of your room and we will fit you out with linoleum remnant to suit. Of course you cannot get the selection in pattern but you will forget it when you see what price we can make.

Buy This Stove for Seven Dollars

Small dealers pay the jobber \$6.45 for such as these. They are No. 7 cook stoves with 15-inch oven. We are going to sell some stoves this week, and will deliver one to you for \$7.00, but please do not ask us to charge it, unless you are buying a bill.



Comforts, Blankets and Spreads

A Good Place To Trade

Edward's Co.

185-187-189-191 First St

Agents for Monarch malleable ranges

Everything You Need Here and Only One Bill to Pay

"Inside" Clothing Facts

There's no use denying that suits selling at the same price in different stores all look much alike—that is, on the outside. The wear test, however, shows the difference very quickly, some losing their shape after a few days' wear and others retaining it until worn out. The thing that makes or mars is the interlining. If cold water shrunk canvas and shrunk tapes are used the front of the coat will not break. If a dealer in order to secure a larger profit skimps on this item there's trouble and disappointment ahead for the buyer.

Every Suit we sell is made with the proper sort of interlinings and have hand felled collars and hand padded shoulders. We can therefore guarantee them to retain their shape. If they don't we give a new suit free!

Positive best values in Suits and Overcoats at \$15 to \$35.

Boys' All Wool Knicker Suits with 2 Pr. Pants \$5

You no doubt can duplicate this elsewhere in a measure, but not quite, for didn't we skirmish the market over to get the best suit possible to sell at this price? The cloth is all wool, the style the sort the boy will approve of, the sewing will "stay put," the wearing quality of the sort that will please the lads' parents. Size 5 to 17.

Free! Football, Baseball, Bat or Catcher's Mitt given with each Boy's Suit or Overcoat.

Salem Woolen Mills Clothing Co.

4th and Alder GRANT PHEGLEY, Mgr. 4th and Alder

