

TOWN TOPICS

TONIGHT'S AMUSEMENTS

Hellig Bungalow... Madama Nazimova... The Blue Mouse... Grand Opera... Vaudeville... Grand Fantasia... Vaudeville... Lyric... Who's Hektor?... Moving Picture...

Scented Plot to Rob—Declaring seven men were in the hallway awaiting the return of her husband so they might rob him of \$200, Mrs. Mary Suder, living at 400 Couch street, in an agitated voice called police headquarters last night and asked that officers be sent to capture them.

Senator Kells to Speak—Senator A. S. Ruth, of Olympia, Wash., will speak this evening at the Kerr Park hall in the interest of the Greater Oregon Home Rule association. This will be in the center of Mount Scott district, which has been strongly territory. F. W. Johlepp will preside at the meeting, and will also make a talk in the interest of home rule.

Boy Hit by Automobile—Henry Hamner, aged 10, of 591 Oregon street, was struck by an automobile driven by H. E. Hilton, 371 East Fifty-seventh street, while riding yesterday afternoon at East Burnside and East Fifth streets and received a broken jaw and numerous cuts and bruises. He was removed to the good Samaritan hospital and will recover.

Men of Portland—I save you money on Suits and Overcoats. I handle only high grade clothing, manufacturers' samples and cancellation orders from eastern houses. My office rent is only \$30 a month. I sell \$50 to \$55 clothes for \$18.75; \$25 to \$27 values for \$14.75. Jimmie Dunn, 315 Oregonian building, Take elevator to third floor.

Kondo Identified as Murderer—A photograph received yesterday from Sacramento, Cal., positively identified A. Kondo, now held at the city jail, as the man wanted for the murder of one of his countrymen and the shooting of the latter's wife. Kondo was arrested at the Lamont quarry, but has repeatedly repudiated the charge. An officer from Sacramento will come for him.

To Make Improvements—A meeting of the Waverly-Richmond Improvement club will be held in Waverly hall, East Twenty-sixth and Clinton streets, at 8 o'clock tonight. Several important subjects will come up for discussion, among them being the proposed street widening law. A full attendance of club members and residents of that section is urged.

Dairy Cows Tested—Dairy cows to the number of 612 were tested last month for tuberculosis. Out of this number 108 were found suffering from the disease. This report was made this morning to the health board at the regular monthly meeting. It was further reported that Dairyman Gardner, McCintyre and Basel, each on Sawville's island, had refused to have their herds tested. Their milk will be cut off from entering Portland. Three dairies and three barns were condemned for being unsanitary.

Alaska Club Meeting—At 8 o'clock tonight a special meeting of the Alaska club will be held in room 333 Railway Exchange building. The object of the meeting is the selection of a strong delegation to represent the club at the grand camp of the Arctic Brotherhood at Vancouver, B. C., for the purpose of securing the next meeting of the grand camp at Portland. Another important matter to come before the meeting tonight is to agree upon a definite plan of campaign for promoting business relations between Alaska and Portland.

Burglar Forgot His Dog—When a girl clerk opened Van Dersa's confectionery store at 273 1/2 East Burnside street, this morning she found a strange dog in the place and the cash register emptied of a small sum of money. Both dogs were locked and there was no evidence of a window having been forced, leading to the conclusion that a duplicate key had been used. The police are working on the theory that the thief left his dog in the place and think they may be able to trace him through the animal.

Chinese Robbed by Negroes—Two negroes, a man and a woman, entered a Chinese merchandise store at 42 North Third street last night and asked to be shown some silk gowns. While the clerk had his back turned they picked up two of the garments and ran out of the store. The clerk followed them calling for help, but the pair turned a corner and disappeared. The police were given a description of them.

Went New Building—There will be a meeting of Irvington and Holladay residents tomorrow evening at the Irvington club house, Twenty-first and Thompson streets, to consider plans for a new club building. All Irvington and Holladay citizens are invited to be present.

Room Thief Sentenced—Phil Daly, a room thief, was arrested yesterday by

Detectives Show and Coleman and sent to Kelly Butte by Municipal Judge Taylor this morning for robbing a woman who robbed the rooms of William Benz and J. W. Daniel in a rooming house on Grand avenue. Harry Coler, another room thief, who was captured by Detectives Price and Carpenter, was bound over to the grand jury for robbing a guest of the Hotel Butler.

On Inspection Tour—Samuel Moody of Pittsburg, and C. E. Kimball of Chicago, passenger traffic manager and assistant general passenger agent, respectively of the Pennsylvania system, will arrive in Portland Tuesday evening, November 17. The officers are on tour of inspection and will remain in Portland several days. They are traveling in a special car. From here they will go to San Francisco.

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Diamonds—C. Christensen, second floor Corbett building, Take elevator.

W. A. Wise and associates, painless dentists, Third and Washington.

Woolster's Warm Drinks warm and strengthening.

Dr. E. G. Brown, Eye-Ear, Marquam.

BUILDING PERMITS

Mrs. May E. Mayer, erect one story frame dwelling, East Taylor street between Forty-second and Forty-third; builder, H. Preston; \$2000.

Mrs. I. Turpey, erect one story frame dwelling, Birch street between Sixty-fourth and Sixty-fifth avenues; builder, F. Wiser; \$1000.

Holman Bros., repair one story frame dwelling, Lincoln street between Second and Third; builder, C. Carmichael; \$100.

George McChisney, erect one story frame shop, East Eighty-first street between Stark and Oak; builder, B. E. Dawson; \$500.

M. Benson, repair one story frame dwelling, 506 Spokane avenue between Ninth and Eleventh streets; builder, same; \$100.

R. Holman, repair one story frame dwelling, Gilliam street between Twenty-third and Twenty-fourth; builder, same; \$1000.

W. S. Abbott, repair one story frame dwelling, Ladd avenue between East Twelfth and Thirteenth; builder, G. A. Douglas; \$2500.

F. Moore, erect one story frame dwelling, East Twenty-second street between Holman and Ainsworth; builder, same; \$1000.

W. Wakefield, erect one story frame shed, 1250 Second street between Holman and Ainsworth; builder, same; \$1000.

Jessie Kinney, erect one story frame dwelling, East Twenty-second street between Rickard and Siskiyou; builder, same; \$1200.

Thomas Mann, erect one story frame shed, river front between Neva and Mills streets; builder, G. W. Evans; \$1000.

Carl Christensen, erect one and a half story frame dwelling, East Sixth street between Siskiyou and Klickitat; builder, C. J. Rankin; \$2500.

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GAVE HIS FISH TO HIS MARRIED FRIEND

Swelling the list of piscatorial fables, "Bills" McSwain, chief deputy United States marshal, got back yesterday from a fishing trip with a large story of his triumphs, but no fish. He explained that fishermen often did this, and that it was considered quite correct in angling circles. This is his story: "You will not believe me when I tell you," he said, getting an assuring chorus from his auditors, "that I have fished in the same waters for three years, and some of the fish have come to know me. Three years ago I caught a scrawny trout with crossed eyes. I took pity on it and threw it back. The next year I caught it several times and kept throwing it back. Yesterday I caught that blamed fish 31 times. It not only ate up all my bait, but it kept other fish away. I caught 10 others and gave them to a married man who said he hadn't caught even one, and was afraid his suspicious wife would not believe he had been fishing."

ALLISTER is a large man of ample waistcoat and expensive and genial smile. Harry S. McAllister has the smile, but he does not have the expense. But notwithstanding Edward Stonewall Jackson has it handed to him from both sides, indiscriminately, and he does not like it. He gets letters every day, big bunches of them, skinning him from top to toe for espousing the battle of the "wets." Then, between times, he gets both letters and callers by the score hunting for the leader of the "wets." What makes it all the more sad is that he has not taken any stand, one way or the other, in the wet and dry fight in the state. So, in desperation, he has turned to the newspapers for relief and protection, and asks that it be announced as loudly as possible that he is Edward

STONEWALL JACKSON McALLISTER, lawyer and Democrat, and not Harry S. McAllister, Republican and head of home rule.

"STILL MORE THAN THE BEST." Mr. Otto Paul, Milwaukee, Wis., says Foley's Honey and Tar is still more than the best. He writes us: "I have so many calls for Foley's Honey and Tar that I will have to write you for some time. It is the best for coughs and colds they ever had and I think it is still more than the best. Our baby had a bad cold and it cured him in one day. Please accept thanks."

Skidmore Drug Co. two stores, Main street, 151 Third St. Branch store, Morrison and West Park St. Woodward Clark Drug Co.

With the desire that the true position of this company be understood by its patrons, and by the public generally, we solicit careful reading of the following statement regarding the fender problem in this city.

We are informed that a considerable portion of the public has in some manner received the impression that this company has refused to abide by the decision of the Council and Mayor of Portland adopting a so-called automatic air fender, generally known as the Nelson fender. We desire to disabuse the minds of the public of any such impression. This company is at all times willing to comply with all lawful regulations of its service imposed upon it by the duly constituted authorities.

We have opposed the adoption of the Nelson fender because of our belief that its adoption will not afford that measure of protection to the public which is the desire of the Mayor and Council to adopt a fender that will give the maximum of protection, but, in our opinion, in adopting the Nelson fender an error of judgment has been made.

During the last four years' a great many different types of fender have been tested on our cars under the supervision of the Council for the purpose of determining the best type of fender adapted to our service. These tests have developed several fender types which are superior to the Nelson fender as life-saving devices. Twenty-one tests were made of the Nelson fender and a record was kept of each of said tests.

A summary of the said tests is as follows: In only three of said tests was the automatic attachment used—one test with a prostrate dummy at a speed of ten miles an hour. The dummy passed under the fender, and the result would have been fatal to the human being. Two of said tests were with standing dummies, the cars traveling at ten miles an hour, and resulted in the dummy being tripped up and head and body thrown against the front of the car. In one case, the head of the dummy struck the car with sufficient force to break the front of the car's headlight. In both of these cases, the result would have undoubtedly been fatal to a human being.

Twelve of the tests were nonautomatic, that is to say, the fender was dropped by the motorman. Two of the sixteen tests were with standing dummies and the balance with sitting or prostrate dummies. Out of the sixteen tests the fender finally picked up the dummy in five cases. In eight tests it partially picked up the dummy, dragging some portions of it. In one test the fender failed to pick up the dummy, and in two of the tests the dummy passed under the fender, either reaching the wheels of the car or being in such position as would have proved fatal to the human being. Two of the tests were failures on account of the breaking of the fender.

It should be borne in mind that the nonautomatic tests depend entirely upon the vigilance of the motorman, and the results in this character of tests are more favorable to the Nelson fender than the results of the cars of this company similarly operated.

The Nelson fender has not, to our knowledge, been adopted by the municipal authorities of any other city, and we did not deem it wise to adopt an experimental device upon a system the size of that operated in Portland.

It has not been demonstrated by the advocates of the Nelson fender that it can be successfully operated in conjunction with the several different types of airbrakes in use upon the streets of Portland, although the ordinance adopted by the Council requires the use of the Nelson fender on all cars equipped with airbrakes, irrespective of type. We have been advised by one of the largest manufacturers of airbrakes that, in their opinion, it would be dangerous to operate the fender in conjunction with the airbrake.

The ordinance provides that all cars operated with airbrakes shall also be equipped with the Nelson fender. The Nelson fender, as operated on cars operating on heavy grades, such as the Portland Heights cars, afford greater security to the public when equipped with magnetic brakes rather than with airbrakes, and all of our cars operating on heavy grades are equipped with magnetic brakes and with air. And for such cars no type of fender is provided by the ordinance.

We have opposed the Nelson fender for the further reason that it projects in front of the car, and, in our opinion, because of the narrow streets and resulting sharp curves in Portland, the sweep of the projected fender around curves would constitute a menace to pedestrians, and we have advocated the adoption of a type of fender which is in use in the congested districts of New York, Chicago, and other large cities in the east, where similar conditions prevail.

The fender we have advocated is free from the danger which we believe to be inseparable from the operation of the automatic devices of the Nelson fender. The automatic trip of the Nelson fender is placed between three and four inches in front of the fender, which runs at a height of about 10 inches above the rail, and in the majority of cases, when striking a prostrate body, a portion of the body would be caught between the fender and the tripping device. In such cases, when the tripping device acts, the fender is forced toward the track with a pressure of over one thousand pounds, with the result that the portion of the body under the fender would be caught and crushed between the moving fender and the stationary ground below. We consider this feature of the fender as a trap practically certain to produce fatal results.

We wish the public to understand that our opposition to the adoption of the Nelson fender has been no wise interference with their considerations. We have simply endeavored with the aid of our experience, to advise and assist the Council in the selection and adoption of a life-saving device best adapted to the peculiar conditions of Portland, and giving the greatest assurance of safety to the public, and have advised against the adoption of the Nelson fender solely for the reasons above mentioned, to-wit:

The expediency of the fender as shown by the tests and by its failure of adoption in other cities.

The positive danger in its operation when used automatically on prostrate forms.

The positive danger when striking persons in a standing position. The fact that it has not yet been proved possible to operate it in conjunction with automatic or straight air emergency brakes in common use, and the objection of the airbrake manufacturers to such use. The expediency of the device as shown by various breakages and changes in designs.

Notwithstanding the difference of opinion between the Council and ourselves as to the merits of the fender prescribed by the ordinance, we wish the public to understand that it is with reticence and only responsible regulations imposed upon us by the duly constituted municipal authorities.

Portland Railway, Light & Power Co.

Artistic Needlework

OUR SHOP has gained an enviable reputation among women who appreciate all that is best in Needlework. OUR DESIGNS are drawn with care, particular attention being given to obtaining artistic results with little labor.

Specials Appropriate for Christmas Gifts

SHIRTSWAIST PATTERNS stamped on lingerie, lawn or crepe. Regular \$1.25 98c

TEA APRONS, new designs in eyelet and French embroideries, edges to be finished with lace. Regular 50c. 39c

SPECIAL CRASH RUNNERS for library tables, choice of many designs. Values to 75c. 39c

PURE LINEN CENTERS in floral, eyelet and Wallachian patterns. Reg. 25c 19c

STAMPED LINEN HANDKERCHIEFS, a splendid variety of patterns. Reg. 35c values. Special... 15c

RICHARDSON EMBROIDERY SILKS—These silks took grand prize in competition with the world. Doz. 45c

The Needlecraft Shop 388 Yamhill Street.

ONE BLOCK SOUTH OF OLDS, WORTMAN & KING'S

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R. Holman, repair one story frame dwelling, Gilliam street between Twenty-third and Twenty-fourth; builder, same; \$1000.

W. S. Abbott, repair one story frame dwelling, Ladd avenue between East Twelfth and Thirteenth; builder, G. A. Douglas; \$2500.

F. Moore, erect one story frame dwelling, East Twenty-second street between Holman and Ainsworth; builder, same; \$1000.

W. Wakefield, erect one story frame shed, 1250 Second street between Holman and Ainsworth; builder, same; \$1000.

Jessie Kinney, erect one story frame dwelling, East Twenty-second street between Rickard and Siskiyou; builder, same; \$1200.

Thomas Mann, erect one story frame shed, river front between Neva and Mills streets; builder, G. W. Evans; \$