

PERTINENT FACTS FOR AUDITORIUM GIVEN TO PUBLIC

Citizens' Committee, Headed by Postmaster Merrick, is Making Signal Progress in Campaign for Bond Issue.

In the ten days' campaign so far the citizens' public auditorium committee, of which Postmaster C. B. Merrick is chairman, has put before the people facts pertinent to the authorizing, the cost, construction and use of a public auditorium in Portland.

The presentation has secured the indorsements of approximately 25 organizations, representing almost as many organized activities in the city. These things have been considered:

Authorization—The people are to vote upon a bond issue of \$600,000 to be spent in securing a site and building thereon a suitable public auditorium. The directing of bond issue, the selection of a site and the operation of the auditorium to be given to an unpaid commission of five who will be appointed by the mayor.

What Cost Will Be.

Cost—The amount to be voted on, \$600,000, is expected to be ample for the building of a public auditorium, more or less centrally located where crowds numbering 8000 to 15,000 may be entertained with equal comfort. It is not desired by the citizens who are promoting the plan that Portland should be faulted by false economy attempt to erect a building that would fail to serve the city's need for a great popular meeting place and convention hall.

The interest cost, the sinking fund, and the operation, if it did not pay for itself from rentals, would amount to about 25 cents a year for the average taxpayer, who pays on a valuation of \$1000. This would be divided twenty cents for interest, and the remainder for the sinking fund, between \$3000 and \$4000 a year, and the excess cost of operation. Figures obtained from other public auditorium cities show that none of them has yet operated at a financial loss. Nearly all have paid dividends. They are in cities like Denver, Los Angeles, Kansas City, St. Louis and St. Paul.

Fire-proofing Required.

Construction—Includes site which cannot be decided upon by other than the auditorium commission, by whom constructed is also left to the commission. Architecture would be attractive; arrangement of building modern, with probable expansive interior so that rooms can be made to fit the crowd as in the case with the St. Paul auditorium. All would be fireproofed.

Use—All great conventions would meet in the public auditorium. Portland now gets a number of national conventions, but R. W. Raymond, manager of the Commercial club's convention bureau, is authority for the statement that Portland would get twice as many great meetings as now if the city possessed a public auditorium. Sunday afternoon concerts, food, industrial and educational exhibits would be given place. The Oregon Historical society with its surpassing collection would be given quarters. The advertising value is computed to be equal or greater than the cost, no matter how great.

Information about St. Paul's public auditorium has served, in an effective way to guide the argument for the Portland auditorium. St. Paul's great conventions almost altogether through the advertisement that the city possesses the auditorium. A careful program of entertainment is carried out. Every month witnesses some event of compelling attractiveness that brings in thousands of people who spend their money in the city with the business interests and hotels.

Many Indorse Ideas.

Some of the indorsements of the auditorium bond issue have come this week from Rose City Improvement association, Northeast Side Improvement association, West Side Improvement association, Rotary club, A. G. club, Progressive Business Men's club, Irvington club, Piedmont Push club, Fulton Park Improvement association, Mt. Tabor Heights Improvement association, Westmoreland Improvement association, Credit Men's association, Mt. Scott District Improvement association, Brooklyn Push club, South Portland boosters, Spanish War veterans, Woodlawn Improvement association, Realty board and others.

The speakers for this week have been assigned by the speakers' committee, of which C. A. Whitmore is chairman, as follows:

Monday—Kellworth Improvement association, C. C. Chapman; Congregational Ministers' association, G. F. Johnston; Kenton Improvement association, E. A. Lundberg; Montavilla Board of Trade, Marshall N. Dana.

Richardson to Boost.

Tuesday—Bellwood Improvement club, Tom Richardson.

Thursday—Progressive Business Men's club, Dr. Benjamin Young and Marshall N. Dana; East Harrison Improvement club, Rev. William A. Daily.

Saturday—United Commercial Travelers, W. C. Bristol.

The auditorium essay contest among school children has developed into one of the most interesting features of the auditorium campaign. Papers in the eight grade and lower of any school, are offered three prizes for the best essays in advocacy of the public auditorium. The prizes are \$10, \$5 and \$2.50. The essay is to be not less than 200, or more than 500 words long, written on one side the paper in a legible hand. The contest closes May 27.

ANNUAL MULE SHOW AT REARDON JUNE 14

(Special Dispatch to The Journal.)

Reardon, Wash., May 20.—"Mule Day" has been fixed for June 14 in Reardon, and committees are busy arranging for a big exhibit. Mule day does not necessarily mean that it is for mules alone, but for horses, colts and other livestock. Some of the best stock in the Big Bend country is shown on that date.

From 2000 to 3000 people were here last year and each year sees an increase in numbers, especially those who are interested in blooded stock. Although Reardon is a town of less than 1000 inhabitants this show is one of the largest in eastern Washington outside of the Spokane-Interstate fair. Last year \$500 was given in purses and premiums and this year the amount will probably be increased.

United States Senators Martin and Swanson and Representatives Carter, Glass and William Jones, who are after the senatorships in Virginia, will have to pay about \$3000 each to enter the Democratic primary.

Figures Obtained Show That Nearly All Public Structures of This Kind Operate at Financial Gain



CAR ORDINANCE NOW PROPOSED IS CALLED HARSHNESS

Portland Railway, Light & Power Co. Sends Urgent Letter to Push Clubs Throughout the City.

Asking that the citizens carefully consider the proposed ordinance to be submitted to the voters in June making it unlawful for any person to board a crowded car during the rush hours, the Portland Railway, Light & Power company, has prepared a letter which is being sent to all the push clubs and similar civic organizations in the city. The letter follows:

"An ordinance making it unlawful during certain rush hours to permit any person to board or remain on any street car on which no seat is available for such person, will be submitted to the voters for action in the June election.

"Relying upon the common sense of our citizens and confident of a square deal at their hands when they understand the facts, I ask you and your associates to most carefully consider this proposed measure.

"Our city is growing wonderfully fast and if it experiences 'growing pains,' do not mistake it for disease. If during the rush hours the cars are crowded, do not forget that of primary responsibility is the custom common to all American cities, of the large majority of the population, in the short space of an hour or an hour and one-half, rushing home from work or business. Do not forget that here in Portland the street railway company is striving with all the power and ability at its command to improve the traffic conditions, to better its service.

Spending Millions.

"Do not forget that the executive officials of the Portland Railway, Light & Power company when they are heard in community and with financial courage almost unequalled have raised and expended millions of dollars for improvements, betterments and new construction of the public utilities of the city. Do not forget that during the year ending March 31, 1910, (much more than the gross earnings) are being expended thus, of which nearly \$500,000 are for 30 additional cars for June and September delivery. Do not forget that there are factors strongly affecting street car transportation which are beyond the control of the street railway organization, such as the bridges, the vehicular congestion, the narrow streets, the short blocks. Do not forget that the administrative officials and employees, some 3000 in all, are but human, with human liability to error and with human limitation of performance. Bear in mind the phenomenal growth of Portland while you are thinking of these things.

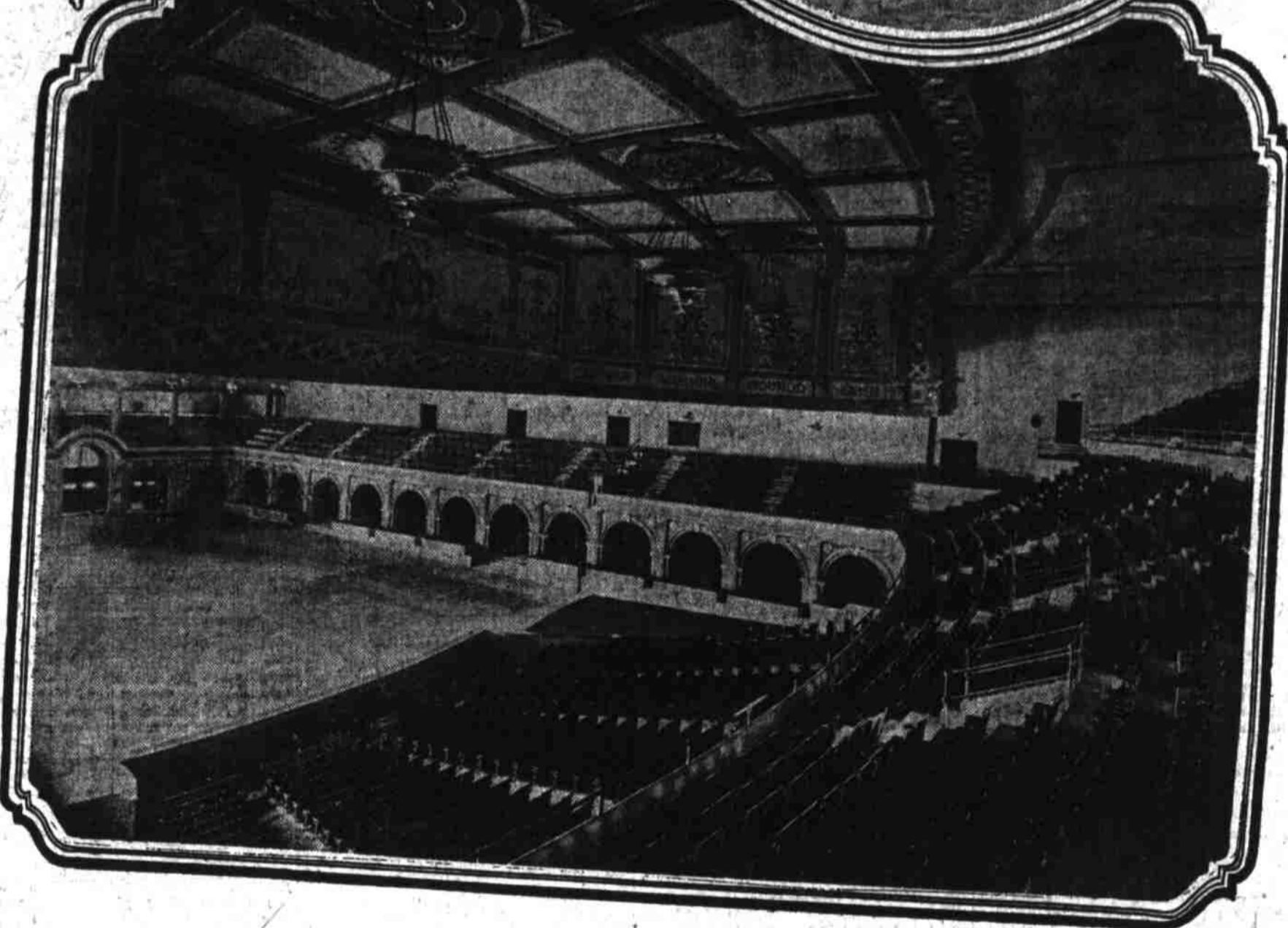
Ordinance Unreasonable.

"The proposed ordinance making it unlawful during certain rush hours to permit any person to board or remain on any street car on which no seat is available for such person is unreasonable, impossible of execution and would defeat the very object sought, that is to provide better transportation facilities.

"First of all, it would cause intolerable hardship on the traveling public. There is not sufficient trackage in our business district to permit of enough cars being run to give a seat to all who desire to ride during the rush hours, although cars occupied every foot of track, except street intersections which must be kept open for other traffic.

"Let us suppose the ordinance in effect, that the impossible actually had been done and the necessary facilities provided. An East Side rider leaves his office or place of business at the usual hour, goes to Second and Washington street, for example, to take a Woodlawn or Alberta car. The first car comes along—has a seated load, no one standing.

"He boards the car and is informed by the conductor of the ordinance making it unlawful to permit any person to board or remain upon any street car in which no seat is available for the passenger. A law abiding citizen, he alights and waits for the next car. Car No. 2 comes along. He finds it has a seated load, but thinks possibly this conductor might strain a point and let one passenger ride. So he attempts the former tactics with the same result. The third, fourth, fifth and sixth cars arrive with seated loads—no one standing. He becomes impatient knowing that dinner is waiting for him, and as he has left the office in ample time to reach home, eat dinner with his family, and having made arrangements probably, to take them to the theater, or to visit on the West Side, he finds time is getting very short, and it does not serve as a balm to have the gov-



Three views of interior of St. Paul's magnificent public auditorium. At top, to left, is shown portion of main floor entrance; adjoining is lounging room on second floor; below is general view of main interior.

ern car come along, also with a seated load, although there are plenty of cars running.

Keated Argument.

He can make no complaint as to there not being sufficient cars, and finally he boards the seventh car determined to ride anyway and accept the consequences. After a heated argument with the conductor, a policeman is called and he is ejected from the car because the ordinance says that "it shall be unlawful during certain rush hours to

permit any person to board or remain upon any street car in which there is no seat available." Thereupon he walks up Washington to Fifth street, then north on Fifth in order to catch one of the incoming cars and secure a seat. At last he succeeds, he looks at his watch and finds that half an hour has elapsed since he left the office. But his troubles are not ended, for now comes another difficulty, because the loop on which these cars operate is so crowded with cars that there is only about six feet of space between them

and consequently, they move very slowly.

Bridge Difficulty.

"So instead of taking four or five minutes to reach Burnside bridge fifteen minutes are necessary, and this condition remains the same until he arrives at the first turning off point of the track, which in this supposition case, will be Broadway. Finally he arrives home at Woodlawn or thereabout, in just one hour and twenty-five minutes from the time of leaving Second and Washington streets, whereas

the trip today takes about 30 minutes.

"This would be true in varying degree of all the lines. Then consider also the further difficulties when the bridges are opened.

"The framers of the ordinance obviously are unaware of what the railway company would have to do to comply with it. First of all, funds for improvements can be raised only if the railway produces net earnings. The operation of the ordinance would effectually prevent net earnings so that



"What Shall We Do This Evening?"

Wouldn't you like to sit down to a beautiful Player Piano and find rest—relaxation—pleasure—in playing some dreamy nocturne from Chopin, some majestic masterpiece from Liszt, or possibly some sparkling selection from the latest opera? No matter how defective your musical training may be,

The A. B. Chase "Artistano" Player Piano

immediately endows you with resources as rich and varied as are the aspirations of a musical genius. A recent improvement, the accentuating pedals—an improvement not found in any other player piano—has made the "Artistano" pre-eminently "the player piano with the human touch." Sold on convenient terms, and the full market value allowed on your old piano in exchange.

"The Home of the Steinway" **Sherman, Clay & Co.** Victor Talking Machines Morrison Street at Sixth, Portland.

COUNT RETURNED THREE TIMES ARRESTED AT NICE

(By the International News Service.)

Berlin, May 20.—It is announced that one of the most dangerous international swindlers, Count Ostrovsky, has been arrested at Nice. This man is well known to the Berlin police as the perpetrator of a series of daring robberies in various continental hotels.

He was famous for a while as the "Black Ghost from the Kaiserhof," on account of the melodramatic manner in which he went to work in the Berlin hotel of this name. It was his custom to ingratiate himself with ladies who were in evident possession of jewelry. At night he divested himself of his ordinary clothing, and arrayed himself in a suit of black tights. With a master key he opened the room of his victims and made a clean sweep of all the jewelry within reach. It was proved that in some cases, ladies who were awakened and saw this "ghost" in their rooms were too horrified to scream, and for a long while Ostrovsky managed to escape.

He is undoubtedly a count, born with large estates in Russia. He ruined himself by playing in various European capitals, and taking to theft, and card playing, he became well known in Berlin, Paris, Nice and London.

In Nice he called himself Count Crankoff. His biggest haul here was jewelry valued at \$5000, a theft for which he suffered a prolonged period of imprisonment.

PILOT FISH, PROTECTED BY LAW, FOUND DEAD

(By the International News Service.)

Dunedin, N. Z., May 20.—The most famous fish in the world, known as Pelorous Jack, which had the distinction of being protected by a special act of parliament, is dead. It is not quite clear whether this special honor was due to the fact that he was the sole survivor of his species or to the circumstance that he voluntarily acted as a sort of pilot for ships. Certain it is, however, that for 30 years and more this monster of the deep met all steamers bound for Wellington, whether they arrived by day or night. He usually took up a position ahead of them in Pelorous sound, as if with a perfect understanding as to their destination. Thus he earned the sobriquet of the "pilot fish," while by some he was known as the Lion Fish of the French Pass.

Pelorous Jack, to give him the most familiar name, was one of the "sights" on the voyage to Wellington. Occasionally passengers had so little respect for him that they tried to "pot" him with their revolvers, but this sort of thing was stopped when the New Zealand legislature laid it down that the fish must on no account be interfered with. No statute, however, could give Pelorous Jack an indefinite lease of life, and the report comes that his body has been found, partly eaten by the sharks. He is supposed to be the last of a race of marine monsters which flourished in French Pass half a century ago.

no more funds could be raised and all improvements would have to cease.

Not Enough Cargoes.

"For example, the railway system today requires about one half the power generating and distributing capacity of the company's plants. To comply with the ordinance, were the cars now available, would mean to use all of the present power capacity in order to supply the railway. Were it possible to ultimately overcome this difficulty—to get the cars—to build the necessary additional downtown loops—to build the necessary storage barns and shops—there would still be the practical impossibility of securing enough cargoes to operate the cars for only the rush hours of each day.

"It may interest you to know that today not more than 60 per cent of the seating capacity of the cars operated throughout a day in Portland is utilized—the other 40 per cent is excess.

"Much harm and mischief to the public and to the company can be done between the adoption of this ordinance and the ultimate determination of its utility. Therefore, appeal to your civic intelligence to help bring the facts of this measure before your organization and such voters as you can reach."

For use in night funerals a hearse has appeared in New York with the interior illuminated by incandescent lights, fed by a storage battery.

Alveolar Dentistry The Acme of Perfection

Does Away Entirely With Bridgework and Plates

TEETH TO EAT WITH OUR MOTO:

Here it is in four sentences: Have a product as nearly perfect as we can make. Throw your own personality into it. Advertise the truth about it. Keep advertising it all the time, rain or shine.

Alveolar Teeth—Where Bridgework is Impossible.

If only your front teeth are left, say three or four 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 eight or ten front teeth to tie to. If you have only the back teeth on each side, say molars, we can supply all the front teeth that are missing with beautiful, serviceable, lifelike Alveolar teeth. This could not possibly be done by the bridge route. And where bridgework is possible there is no comparison between the two. A very large percentage of our work is taken out by perfect Alveolar teeth, and replacing it with the beautiful and artistic Alveolar teeth. And, unlike bridgework in another respect, is practically painless. No boring or cutting into the gums, nothing to be dreaded. Now, then, prices being equal, which would you choose?

During Forcibles (loose teeth), a disease given up by other dentists as incurable 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 better than anything else.

Highest class. Our booklet, Alveolar Dentistry, is free. Write for one if you cannot see us. We have samples of our work to show at all times, and the very best of references, an army of them, in this city and state.

THE ALVEOLAR DENTAL CO., INC.
Portland, Oregon Bldg., 108 1/2 St. Second, Knight Bldg., 2d and 3rd. Terms to Retailers on Application.

Will you spend your money for teeth to eat with or teeth for looks? You are the one to decide. Alveolar teeth excel both in service and looks. But we would urge you to at least let us prove our claims.