

PROPOSED OREGON CITY CANAL MAY RUIN BUILDINGS

Citizens May Endeavor to Have the Route Changed—Would Damage Paper Mills, It Is Believed by Many.

Property owners at Oregon City who will be affected by the building of the proposed government canal and locks have secured copies of the government map showing the contour of the proposed canal and its tentative course. Some of the larger property owners are of the opinion that the construction of the canal will mean a revolution in the location of the manufacturing establishments on the river at Oregon City.

Major McIndoe, United States engineer, in charge of this district, when asked concerning the matter this morning, however, gave it as his opinion that the canal, while it is desired to make it as straight as possible, will not interfere seriously with any of the more important structures.

"The matter is now before the department of justice," said Major McIndoe, "and I am not in a position to discuss it, but I don't believe that the canal will compel a very extensive rearrangement. Our aim will be to avoid that as much as possible."

Some of the property owners who may be affected are at work interesting Oregon City people for the purpose of holding a conference with Major McIndoe with a view of having the location of the canal altered.

Might Destroy Four Buildings.

It is proposed to destroy four buildings occupied by the Oregon City Willamette mills and the plant and buildings of the Crown Pulp & Paper company as well as the factory of the Hawley Pulp & Paper company," said one of the property owners. "These buildings occupy the site of the proposed canal between Fourth street and the dam. To secure the construction of the canal will require the condemnation of all these properties, which are estimated to be worth \$1,000,000. The Hawley Pulp & Paper company is probably more seriously affected than the Crown Pulp & Paper company."

More Feasible Route?

"There is no opposition to the location of a larger and broader canal than exists at present. The present successful efforts toward securing an appropriation were obtained through the energetic efforts of the Oregon City Commercial club. Its aim at all times has been to secure open river transportation, with a view of permanently establishing what are known as river rates. It is believed that a more feasible, or less expensive route can be secured on the east side of the river than has been suggested by the local engineering corps of the United States government. It has also been suggested that a 'cut' be made in the river bed, giving to the dam area which would be used through the destruction of the factory buildings, the removal of the extensive machinery required and the rearrangement which would follow so far as the flow of water is concerned."

It is proposed that, to whatever extent may be the awards of the condemnation proceedings, a further appropriation can be secured from congress to cover the cost. The object of the Oregon City people at the present time is to secure a less expensive route, and to that end they are at present working. There is a danger of the loss of the present appropriation. The only danger rests in the extensive appropriation that might be asked to be paid for the awards upon the damages which will accrue if the canal is built through the factory district of Oregon City.

The Plan Never Has Been Tried.

From the Chicago Record-Herald. "I tell you, my sisters," she shouted, advancing to the front of the platform, "the men will never grant us our rights as long as we sit back and quietly wait for them to do so."

The Steinway Piano

THE ONLY PIANO KNOWN IN EVERY CITY, TOWN AND HAMLET ON THE GLOBE.

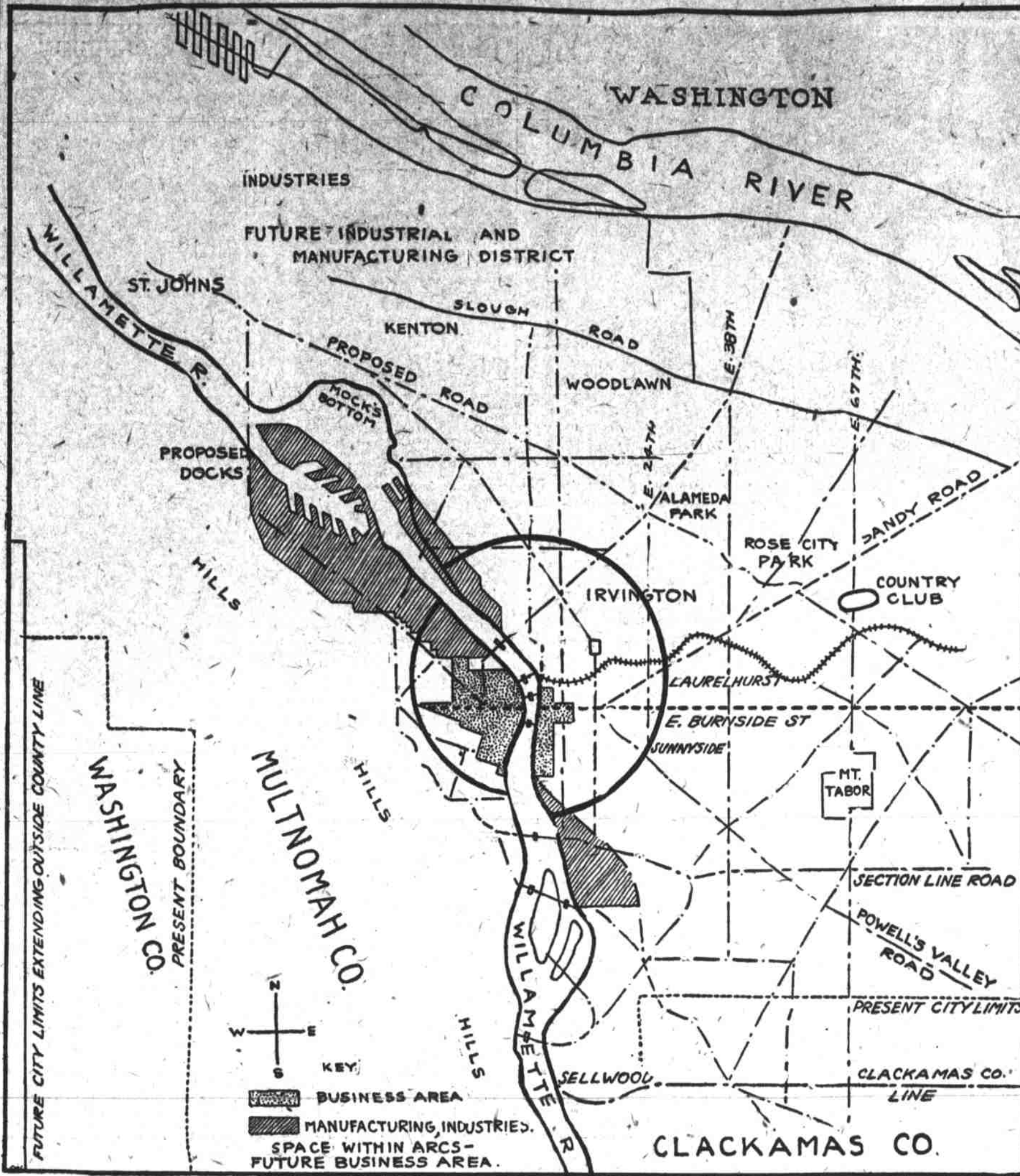
So world-renowned and universally revered has the Steinway become that it stands easily at the head of any list of pianos that can be named, and confers the distinction of leadership upon its representatives everywhere. This has led many dealers who are not Steinway agents to advertise second-hand Steinways for sale, so that they may use the splendor of the Steinway name to give a borrowed luster to the inferior instruments they are compelled to offer.

This is one of the tributes that inferiority is forced to pay to superiority. Of course, those who are thinking of buying a Steinway will prefer to deal with regular accredited Steinway representatives, where they may obtain new instruments and at the same price for which they are sold in New York, freightage added.

For the information of those interested, it should be stated that Sherman, Clay & Co. are the exclusive Steinway representatives for the Pacific Coast.

Their Portland house is on Morrison street at Sixth.

Map of Portland City Plan, Showing Trade Arteries For 2,500,000 People



Near Swan Island is shown the collection of wharves and slips which are to comprise the public dock system which is proposed to be built at a cost of \$2,500,000. Other docks are shown on Columbia slough, near St. Johns, which point will, says the architect, become the future manufacturing district of the city.

By Marshall N. Dana. A real beginning has at last been made in the building of the greater Portland. The basis is the Portland city plan formulated by Municipal Architect E. H. Bennett under the direction of the Civic Improvement League. The means of accomplishment is the Portland City Plan Association, a call for the organization of which has been issued, the time and place to be soon announced. Greater Portland means a city of 2,500,000 population, with boundaries extending to every locality of the city represented by every locality of the city. The conception is stupendous. One must have more temerity than bravery to estimate the total cost represented by outlay from all sources, yet it cannot be less than \$100,000,000. But this \$100,000,000 will represent \$200,000,000 to \$500,000,000 in enhanced municipal and private property values if the actual practical returns that have attended a similar effort of Kansas City, Mo., may be taken as a criterion. Chicago, too, is doing the same thing and is getting like returns.

Will Explain Plan.

As soon as Municipal Architect Bennett comes to Portland, and that will be within a few days, the plans as represented by 70 drawings will be explained and their value in the development of every locality of the city units of the general city development will be explained at the city plan convention. When it is said that three of the drawings, made by a celebrated French artist, cost \$1500, and that the whole work in a year has cost \$20,000 and more paid from the pockets of a few public spirited citizens, the seriousness of this beginning now chronicled can be better be realized.

The sketch here reproduced has as chief value the defining of future trade arteries as they should be to furnish quick, convenient transportation for a city of 2,500,000.

Business Area.

The business area must of course extend with the corporate limits. The area on the east side of the Willamette river is shown to be much broader than now to care for business needs. Architect Bennett evidently believes that much of the business of the greater Portland will be done on the east side.

Burnside street in this business area is shown an axial thoroughfare reaching over Mt. Tabor and Montavilla on the east, extending to the hills on the west side of the river. The first highway resulting from the axial thoroughfare from the south is Powell Valley road and the first from the north is Sandy road. Already, following the municipal architect's counsel, the Rose City Park Improvement association has commenced an effort to have the Sandy road extended to Burnside and this effort, more than anything else, shows how the general program can be worked out by local effort having in view the general program.

Public Dock System.

Down near Swan Island is shown the \$2,500,000 Portland public docks system, for which the bond issue has already been made. The slips are dug both in Swan Island and the mainland; the channel is deepened uniformly and

widened. A dike is built from the head of the island to the mainland and it carries a municipally owned belt line railroad to connect rail and ocean transportation. In the same line of municipal development are shown more slips and wharves near St. Johns on the Columbia slough. Here, the municipal architect thinks, will be the future manufacturing district of Portland, the place of nearly all the deep water shipping to come. Evidence that he is not wrong is the fact of \$10,000,000 already invested in manufacturing enterprises of many kinds in the peninsula area.

Hope that the public docks commission will avail the general harbor development idea of Mr. Bennett, is contained in the news that the commission has appointed as consulting engineer, Mr. Hogardt, the ex-government engineer, who furnished Mr. Bennett with the details upon which he based his harbor development plan as shown in the drawing.

Chairman Mulkey of the dock commission has also made known his sympathy and interest in the work done under the direction of the Civic Improvement League.

Traffic Arteries.

The development of traffic arteries is shown to include not only main thoroughfares extending through important districts to the future city limits but connecting thoroughfares through the peninsula country, and connecting all important traffic arteries both on the east and west sides.

Many additional bridges to bear the transverse traffic of the future city are also provided. The high hills on the west side are made into terraced residence districts with scenic boulevards on nearly every terrace. Ross Island is shown, too, as a park connected with bridges and boulevards. The system of parks and boulevards is, in fact, made complete so that visitors to the Greater Portland may see, its beauty features one after the other, civic, recreation, business and community centers included.

Underlying the whole plan which does not contemplate any foul tenebrous region or breathless congested space but, on the contrary, plenty of living room and parks close to every neighborhood, is also a drainage system calculated to serve perfectly the city of 2,500,000.

An effort will be made to put this drainage system in operation before the streets are paved and the boulevards made complete. In this way the cause of economy will be served and the city will not be marred by torn-up streets.

Other drawings show how handsome will be the Portland that has a back-in-uniform depot with the Broadway bridge spanning between the towers, that has the park boulevards developed into a depot-to-hills boulevard, a magnificent public auditorium close to the group of public buildings, and all of these are to be shown and explained in detail to the city plan convention by Mr. Bennett when he comes.

The plan for building Portland systematically was born in the minds of a few far seeing business men in Portland, and foremost among these have continually been Dr. J. R. Wetherbee, president and Charles B. Merrick of the Civic Improvement League, who now heads the movement for working out the city plan in its most logical way, by general, popular organization capable of concentrating influence on any desired local improvement whether public or private, so that it be a unit of the general plan.

Civic Improvement League is as follows: Dr. J. R. Wetherbee, chairman; Postmaster Charles B. Merrick, secretary; W. F. Woodward, vice chairman; J. C. Alsworth, treasurer. Executive committee, J. C. Alsworth, A. H. Devers, C. F. Swigert, I. Lang, B. S. Josselyn, Walter F. Burrell, William Killingsworth, W. D. Wheelwright, L. J. Wentworth, Gay Lombard, H. L. Corbett, John H. Haak, F. H. Ransom, E. F. Lawrence, J. R. Wetherbee; ex-officio

members, Mayor A. G. Rushlight and E. T. Mische, superintendent of parks. The call for the general convention has been addressed to these, to all civic side improvement associations, all commercial and civic organizations and the Press club.

A gas and electric company's building in Denver is claimed to be the best lighted structure of its class in the world.

1000 LODGE MEN VISIT CENTENNIAL

I. I. Boak Talks to Fraternal Bodies; Parade Is Held During Drizzle.

(Special to The Journal.)

Astoria, Or., Sept. 2.—Fraternal day at the Astoria Centennial was marked by the presence of Head Consul I. I. Boak of the Woodmen of the World, a large number of prominent officers of the Order of Moose and the W. O. W. and over 1000 uniformed members of the orders from Portland and adjacent communities. Portland lodge 291, Order of Moose, was represented by about 300 members, who arrived here on the steamer Monarch and were met by a number of their brethren who had arrived here last evening. The Woodmen were represented by the degree teams of Portland camp 107, Webfoot No. 85, Multnomah No. 77 and Rose City No. 121.

The delegations were met at the depot by Mayor H. L. Henderson, General Manager A. A. Trep and Ellery's band and escorted to Centennial headquarters, where the mayor in a short address commended the freedom of the city. John B. Goddard of Portland made the response.

Exercises were held in the afternoon at the Centennial stadium, at which Head Consul Boak made the principal address. Other speakers were W. C. Hawley of Salem, J. W. Boothe, W. B. Haldiman, F. O. Brockman and W. Reid of Portland, and Mayor Henderson. Portland camp 107 carried off the trophy in the competitive drill, five other teams competing. Webfoot No. 85 was second.

The illuminated parade in the evening given in honor of the visitors was witnessed by a large crowd, in spite of a drizzling rain during its progress.

Head Consul Boak was presented with a silver loving cup by General Manager A. A. Trep on behalf of the Centennial committee.

On account of requests which were made by residents of Portland, who are desirous of witnessing the spectacular Indian drama, "The Bridge of the Gods," arrangements have been made with the railroads to run a special train from Portland on Labor Day, to be known as the "Bridge of the Gods Special." The excursion will leave Portland at 8 o'clock in the morning and returning will leave Astoria at 11:30 in the evening immediately after the performance. A special rate of \$2 for the round trip has been secured.

The "Bridge of the Gods" has played to large audiences. Three more performances will be given, one on Monday, one Tuesday and one on Friday evenings.

REFORM PRINCIPLES, TOPIC AT Y. M. C. A.

"Principles of Reform That Must Be Recognized" will be the topic for discussion at the men's meeting in the lobby of the Portland Young Men's Christian association this afternoon at 3:30 o'clock. The meeting will be led by M. N. Dana. Special music will be provided.

The meeting today will close the series of discussions of moral problems that has been held in the Y. M. C. A. lobby during the hot weather months. The last discussions were on the subject of social evil, and it is expected that the meeting today will consider principally the best methods of dealing with that problem.

R. R. Perkins, religious work director, has been busy with his program of meetings for the fall and has prepared an unusually interesting series. These meetings will be held in the auditorium, except when especially large crowds are expected, when a church or theatre will be used.

WITH STRIKE OVER ENGLAND'S ASKING WHAT'S REASON?

Britons Want to Know What Is the Matter With Their Bally Country, and Why All This Trouble.

By John I. Britton.

(By the International News Service.) London, Sept. 2.—Now that the smoke of the strike battle has cleared away, people are asking:

"What is the matter with the blooming country? What was all the bally trouble?—Rioting, troops charging, food supplies cut off and famine threatened—what was it all about, anyhow?"

The newspapers have done but little to answer these questions; in fact, they seem to fight shy of finding out the fundamental cause of the recent labor agitation—the most serious, England has experienced since the days of the outsider, however, need have no hesitation in formulating that cause.

Increased Prices of Necessities, Which Have Not Been Accompanied by a Corresponding Increase in Wages and the Starvation Level of Wages Paid for Unskilled Labor.

It is hard for an American to realize that in the dock workers' strike, full grown, able bodied men, were, in some cases, fighting for the right to receive \$4.40 a week. And that week consisted of 70 hours. Think of it. Ten hours a day, seven days a week, \$4.40.

And that, mind you, is not what the strikers received. It is what they were fighting to get.

In order that there may be no mistake about it, let me quote the actual terms upon which the dock workers in London were formerly employed and the terms which they demanded:

The former terms: The truck drivers were \$5.50 to \$6.15 a week with no limit to number of hours; they demanded \$6.15 to \$7.50 a week of 72 hours.

Demands of Freight Men. The freight handlers' former terms were \$5 a week of 56 hours; overtime for Sunday at 7 cents an hour; they demanded maximum wages of \$6.15 a week with Sunday's overtime to be at 12 cents an hour.

Wages for yard truck drivers were \$3.75 a week with no limit as to hours, and they demanded \$4.40 for a 70 hour week.

For all grades of workers no annual vacation was allowed till after 10 years of service, then from three to five days; the demand was for one week's vacation with pay after one year's service. A booking clerk's wages start at 25 cents a day. After years of service he finally makes, if he is faithful and industrious and does not get sick too much, a maximum of \$7.35 a week.

If he is exceptional, he may become a "clerk in charge," in which case he will receive \$8 a week, which is gradually increased at the rate of a few shillings a year until in his old age he may receive \$9.75 a week.

A Valuable Man.

From Lippincott's Magazine. "Yes, he had some rare trouble with his eyes," said the celebrated oculist. "Every time he went to read he would read double."

"Poor fellow," remarked the sympathetic person. "I suppose that interfered with his holding a good position?"

"Not at all. The gas company gobbled him up and gave him a lucrative job reading gas meters."

She Wouldn't Stay.

Husband—What is that fearful racket? Wife—Sarah taking her singing lesson; she came telephoned the 4th was going to call and I don't want her to stay for dinner.

LIVING ROOM FURNISHINGS

We are, in a way, specialists in furnishing attractive living rooms. We recognize the supreme importance of a restful, harmonious, comfortable living room; believe that there is no excuse for having any other kind; and are thoroughly equipped to help you in planning and furnishing just such a room.

We carry the most beautiful living room furniture to be found in Portland—the most interesting, most correct, most comfortable. Also our assortment of good living room furniture is by far the largest to be found here, a fact pretty generally recognized, and easily proved by a visit to the store.

This week our windows contain many beautiful mahogany pieces, chiefly reproductions of celebrated originals. Our stocks of simpler mahogany furniture, of beautiful Craftsman and Flanders oak pieces and of willow and reed furniture are equally complete and interesting.

For your floor coverings, wall papers or fabrics, hangings and curtains we can show you things equally new and distinctive. And if you care for assistance or expert advice we shall be glad to supply it without charge.

As to price, you will pay only a strictly competitive price for the merchandise value of what you buy from us. Special service and exclusive designs are merely a part of our business policy.

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