

PROTEST STRIKE WILL BE CALLED BY I. W. W. CHIEFS

Demonstration Against Continued Imprisonment of the Lawrence Agitators Will Take Monster Form.

United Press Special Wire
New York, Sept. 6.—Announcement that all members of the Industrial Workers of the World, including men and women, and affecting all the trades, would be called out on strike September 30 in protest against the imprisonment of Joseph Ettore and Arturo Giovannitti at Lawrence, Mass., was made here today by William D. Haywood, one of the leaders of the organization. The call, he said, would be printed immediately in all languages and be directed to all classes of workers, without regard to organizations or affiliations.

Ettore and Giovannitti, leaders in the Lawrence textile strike, have been in jail for many months, charged with the murder of Anna Lippizzi, a woman striker killed in a street clash in Lawrence. Although the two men were a mile away from the scene at the time, they were thrown into jail and held without bail. Sworn testimony that a Lawrence policeman fired the shot that killed the woman has been presented to Lawrence authorities, but no proceedings against this man have yet been instituted.

William M. Wood, president of the American Woolen company and the central figure in the textile industry, recently arrested in Boston for complicity in an alleged conspiracy to "plant" dynamite in the homes of Lawrence operatives to discredit unionism, has been active in the prosecution of Ettore and Giovannitti.

Haywood has just returned from Providence, R. I., where he attended a meeting of the Ettore-Giovanitti defense committee.

"The strike," Haywood declared, "which we propose to call will be complete. We are not acting hastily in taking this step. The labor world is more wrought up than at any time in the history of the world. It is even causing agitation abroad. We now feel that it is time to take some radical action."

"These men, both innocent, are held in jail. No date has been set for their trial. New England millowners plan to 'railroad' them to the electric chair. They are held because a woman was shot at Lawrence, though eye witnesses have sworn that a policeman shot her."

"The steel industry is to be affected by this movement. I have positive assurances that the steel workers will walk out with the other strikers. We mean business."

2 GIRLS RISK LIVES TO SAVE \$1,000,000 HOTEL

(United Press Special Wire)
Chicago, Sept. 6.—Miss Eva Lightfoot of San Francisco and Miss Dorothy Pennington of Sacramento are acclaimed as heroines here today, after the courageous manner in which they crept through the smoke filled halls of the \$1,000,000 Sprague hotel until they found the seat of what proved to be a disastrous fire and extinguished it. Their act saved the building and probably the lives of scores of sleeping guests.

A wakened by the smoke, the two girls found the fire in the linen room and chipped buckets of water from the bathroom, 200 feet away.

PRAIRIE CITY, OR., MAN DIES WHILE IN BANK

(Special to The Journal)
Prairie City, Or., Sept. 6.—E. P. Lawrence, a merchant and rancher of this place, died suddenly here at 4 p. m. yesterday. He was sitting in the bank looking over some business papers. He ate dinner with his family at noon and was feeling well. Heart failure was the cause of death. He was well known and leaves a widow and two grown daughters and one son.

INTERSTATE SPAN PROJECT GETS A NEW IMPETUS

(Continued From Page One.)
loop. This location was selected after careful examination of local conditions. On the Washington shore it lands in the principal business street of Vancouver and in such a way as not to cause any serious interference with the operation of the ferry during the construction and operation of the draw, and on the Oregon shore landing is made in such a way as to make it possible to connect the present roadway leading from Union avenue to the ferry with the roadway of the bridge, as it must become desirable to do this for temporary purposes before the permanent Patton avenue approach is completed. In fact, I believe that it would be to the advantage of traffic to make the Union avenue approach permanent also.

A change in location of the bridge of 200 or 300 feet upstream or even a greater distance downstream would have no perceptible effect on the cost of the structure, because the width of the river varies but little in that distance and the conditions of the river bed, which affect the cost of the foundations, remain practically the same. This location, however, is recommended as best adapted to local conditions.

Patton Avenue Approach Favored.
The Oregon approach to the bridge is located in such a way as practically to form the extension of the main portion of Patton avenue and commences at the intersection of Patton avenue and St. Patrick street. At this street Patton avenue makes an offset to the west; it would be possible to connect the approach to this offset and avoid the cut, but the location as shown is preferable on account of the unobstructed straight line which Patton avenue, one of the most important thoroughfares in East Portland, would form with the bridge approach.

At this time it is impracticable to prepare a definite design of the south end of the approach between the Oregon-Washington Railroad & Navigation company's tracks and St. Patrick street, owing to some uncertainty as to grades and locations of streets and of Oregon slough boulevard, which this approach would have to cross. The cost of the entire approach, however, will not be materially affected by any improvements which might be made or contemplated in the layout of streets and boulevards.

Cost estimates include both 24 and 36 foot widths, although the committee

believes there is just as much demand for a bridge 36 feet wide as there is for the bridge itself. These estimates are:

All estimates given in this report were based on carefully calculated quantities, to which unit prices based on former experience in that locality were applied.

Cost and Estimates.
Approximate cost main or Washington channel bridge, 36 foot roadway:
Substructure.....\$ 82,800
Superstructure.....\$ 138,800
Real estate in Vancouver, say.....15,000
Total.....\$336,600
Engineering and contingencies, 10 per cent.....18,000
Total, main bridge, with 36 foot roadway.....\$354,600
Approximate cost main or Washington channel bridge, 24 foot roadway:
Substructure.....\$ 79,800
Superstructure.....\$ 128,000
Real estate in Vancouver, say.....15,000
Total.....\$322,800
Engineering and contingencies, 10 per cent.....16,140
Total, main bridge, with 24 foot roadway.....\$338,940
Approximate cost permanent Oregon approach, 36 foot roadway:
Bridges and viaduct.....\$ 225,000
Embankment and macadamizing.....147,000
Real estate in Portland, say.....15,000
Total.....\$387,000
Engineering and contingencies, 10 per cent.....38,700
Total, permanent Oregon approach with 36 foot roadway.....\$425,700
It may be added that a temporary trestle approach with a 24 foot roadway with small openings in the Columbia and Oregon slough, built all of timber, may be estimated to cost approximately \$230,000.

In addition to the roadway Mr. Modjeski provides for a six foot sidewalk on each side. The roadway is designed to carry two streetcar tracks, each track loaded with a continuous train of heavy interurban cars. The approaches are identical in width and capacity with the main span. He calculates loading capacity in detail as follows:

For girder spans and floor of bridge—
5 1/2 ton cars on tracks; 24 ton machinery truck and 100 pounds per square foot of remaining surface. On sidewalk, 80 pounds per square foot. The car and truck loads are the same as those used for the Broadway bridge.

For trusses—2000 pounds per linear foot on each track and 1500 pounds per linear foot of bridge on roadway, or a

total load of 5500 pounds per foot of bridge, which corresponds to two average freight trains.

The bridge would rise from the Washington side on a 4 1/2 per cent grade toward a reinforced concrete arch. Consideration is given aesthetic as well as utilitarian features of the bridge.

"The steel work of the main bridge consists of a draw span with two openings of 200 feet and nine fixed spans each 370 feet long," says the report. "A draw span is recommended rather than a bascule span for the reason that it provides two openings, the one nearer to shore to be used by boats moored at the adjacent docks, and the other to be used by other boats. It will be seen that the shore opening leaves the space between the inner and outer harbor lines clear."

Pneumatic Construction of Piers.
"The pivot pier of this draw can be founded on gravel at a depth of only 30 feet."

This makes the cost of the pier no greater than for a bascule draw of only 200 feet opening.

The roadway of the main bridge is placed at 144 feet, allowing a clearance of six feet from the lowest steel to the high water mark of 1904.

It is recommended that all piers be well founded because of the scouring tendency of the Columbia river, and at the site of the bridge the channel has a tendency to become constantly narrower. Pneumatic construction of piers is recommended.

Piers of steel filled with concrete are recommended. As to permanent Oregon approach Mr. Modjeski says:

"The permanent approach, as stated above, forms an extension of Patton avenue in East Portland. The distance it covers from the intersection of Patton avenue and St. Patrick street to the south end of the main bridge is approximately 12,500 feet. It embodies two bridges, one over the Oregon slough and one over the Columbia slough, and one viaduct over the O. W. R. & N. company's tracks. The balance of the approach is designed as an embankment with the top of the roadway placed at elevation 125, or 175 feet above the highest water known, and three feet above the elevation of many of the business streets in Portland. The Oregon slough bridge is designed so as to provide sufficient clearance at high water. This makes it desirable to raise the floor of this bridge to an elevation of 132 feet."

"The Oregon and Columbia slough bridges consist of through, 30 foot plate girder bridges on steel cylinders filled with concrete. While a considerably larger opening is provided in the Oregon slough than would be required at ordinary stages of water, this is done for the purpose of providing an additional opening of sufficient size to take care of the water in case of extreme floods, which otherwise might endanger the main structure. It is intended to build the foundations of piers and abutments for these bridges and for the viaduct on piles."

EUGENIC EXHIBIT FULL OF LESSONS

Becomes of Practical Use in Case of One Prospective Young Mother.

(Special to The Journal)
Salem, Or., Sept. 6.—The eugenics and child welfare department of the state fair has been not only a center of attraction for parents and children, but has also proved a very practical necessity. Efficient emergency service has been rendered by the physicians in charge. They cared for one of the contestants in the W. O. W. chopping contest who became overexhausted and collapsed, and on Wednesday a prospective young mother, who was exceedingly interested in the lectures and exhibits, became suddenly very ill and received every consideration. The rest room was quickly equipped with supplies from the maternity department and the patient was made as comfortable as possible.

The need for a baby incubator being anticipated and there being none on the grounds, the resourceful manager of the eugenics department, O. M. Plummer of Portland, secured an incubator from the poultry exhibit and had it sterilized and heated and in readiness to receive the little one. The physicians in charge, however, including Dr. Mac Cardwell and Dr. Kittle Plummer Gray of Portland, with the assistance of the nurses, succeeded in relieving the patient sufficiently to permit her to be removed by improvised automobile ambulance to one of the city hospitals.

Permanent Building Needed.
The general feeling among the fair officials, as well as those actively in charge of the eugenics and child welfare work seems to be that a permanent building will be necessary to take care of future exhibits. It is also felt that the exhibits of the school children of products and poultry should be in connection with or near the child welfare and playground section. The playgrounds have been in charge of trained attendants Miss Brooks of Salem entertains the youngsters with stories and novel games besides keeping an eye on those who were amusing themselves in the swings and athletic apparatus with which the grounds are amply provided.

The aim of the eugenics and child welfare department has been to point out the problems of child life and to assist the parents in solving their particular difficulties. While the child welfare exhibit does not cover so extensive a field as was covered at the Armory exhibit in Portland last winter,

It has been pronounced a decided success. Owing to the limited time and lack of financial resources it was thought best to confine the exhibit chiefly to the necessities for small children and infants.

There's Better Milk Than Cows.
In the maternity section demonstrations were given in improvising a bed for the baby with two chairs, a sheet and a pillow, and also preparing a bed in a clothes basket. The importance of feeding the baby with the mother's milk wherever possible was dwelt upon. Miss McNary, superintendent of the Salem hospital, was in constant attendance, assisted by Miss Wishard, a nurse from one of the Salem hospitals.

A modern baby outfit, showing to the mother the simplicity and moderate cost with which such an outfit could be provided, was exhibited by Mrs. N. P. Gals of Portland. The case with which the baby can be robed and disrobed was demonstrated by use of a large French doll. Each little garment had the actual price of the material attached, and the entire outfit, containing one each of every necessary garment, totaled only \$5.75.

AGED PAIR ADRIFT IN SEA ON UPTURNED BOAT

Sunset Beach, Cal., Sept. 6.—Clinging to the upturned bottom of a capsized sail boat, an aged man and woman are afloat today off Sunset Beach, unless they have been rescued by one of half a dozen launches that searched the sea throughout the night.

A third member of the party, an unidentified youth, swam ashore for aid, after the trio had drifted an hour shortly after sundown yesterday. Launches at once started from Long Beach for the scene.

According to the youth, the aged couple were suffering from exhaustion and cold. None of the searching launches could be located from here today.

CALLS ON HEIRS TO TAKE 30-YEAR-OLD DEPOSIT

Vienna, Sept. 6.—A lengthy notice in the official gazette calls upon the heirs of the late Count Franz Faltry, who died November 18, 1882, to withdraw a deposit from the treasury of the civil court of justice which has been lying there for more than 30 years.

The sum in question is one heller—one fifth of one cent.

The notice does not say what will become of this important deposit if the properly authorized person fails to apply for it. But under the Austrian custom it will doubtless be applied to paying off the national debt.

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- \$3.00 BOYS' SHOES, SIZES TO 2, AT ONLY, THE PAIR..... **\$1.58**
- \$3.00 BOYS' SHOES, SIZES TO 5 1/2, THE PAIR..... **\$1.78**

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- Men's Fall Suits**
The very smartest creations. Works of art in the manufacturing tailor's line. Heavy weights in all the season's most approved fabrics. These clothes are made by the leading makers of men's clothing and are all that they are represented to be — **THE BEST FOR THE MONEY THAT CAN BE PURCHASED IN THE CITY.**
- Men's Winter Suits**
Our Winter stock is arriving rapidly. There are lots of them on the way. As fast as they get here we break open the boxes and without ceremony put them on sale. You will find what you want in Scotch mixtures, chevots, velours or worsteds. All the Winter's best colors and patterns and cuts.
- Men's Winter Overcoats**
All 1912 stock. Good enough for any man to wear, and better than most men wear. Prices so low that it seems a shame to slaughter them at this early time of the year. Have you seen the latest Winter Coats? They are as nobby as anything we have ever cast an eye upon. Step in and make early choice.
- Men's Winter Suits**
These arrivals include Knickerbockers, Overcoats, Reefers, Raincoats, Norfoks and Russian Blouses. Truly, there is not a mother in the city or in the country surrounding the city that cannot fit out the little fellow from the magnificent assortment we can show this year. Drop in.

Following prices rule for every article named above:

\$15.00 Values	\$12.00 Values	\$8.00 Values	\$6.40 Values
\$12.50 Values	\$10.00 Values	\$6.50 Values	\$5.20 Values
\$10.00 Values	\$ 8.20 Values	\$5.00 Values	\$4.00 Values
\$4.00 Values \$3.20			

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