

## HARRIMAN LINES CONTROL FOUR OF FIVE GATEWAYS

### Rights of Public to Be First Considered in Meeting Problems of Street Uses; Early Franchises Cover Privileges.

Portland, Or., Oct. 10.—To the Editor of The Journal—It may be asked why it is necessary to interfere with the occupancy of East First street by the Southern Pacific, that being its main line and carrying a heavier traffic than any other line entering the city. The answer is, it should not be interfered with except to secure public benefits outweighing the results of the interference, and that interference should be kept at a minimum consistent with the public welfare.

These streets are not municipal thoroughfares alone but state and national highways subject to the greater public commerce and its laws. The rights of shippers located on East First to the benefits of common terminal facilities must be respected. They are perhaps fairly met in the traffic agreement between the Hill and Harriman companies. The expeditious movement of Southern Pacific traffic must be respected to meet the needs of the public, whose business it carries. But the Harriman system has interfered with the free movement of Portland's commerce, and has thus made an issue of the larger problem, into which the control of East First enters as an item.

### Harriman Interests Fortified.

Broadly speaking, there are five gateways into the city for commercial railroads, of which the Harrimans possess four. East First is the gate opening on the route to the south on the east bank of the Willamette. It is the entrance of Portland's first railroad and the Southern Pacific's franchise there is the first granted in this city. It was granted by East Portland in 1876, on conditions intended to protect East Portland's terminal rights and East Portland was the terminus of the road until 1889, when the old steel bridge was finished. Two years later, Albina and East Portland were consolidated with Portland, and the economic fortunes of the east side were absorbed, sealed and buried, until such time as economic necessity shall resurrect the same.

The second gateway is also to the south on the west bank of the river, and receives the feeders from the west, but its most important traffic has been diverted to the East First entrance via the Oswego bridge, so that it is only of local importance.

The third is the Northern Pacific gateway on the west bank of the Willamette northward and connecting with the main line of the Hill system at Vancouver.

The fourth gateway is that of the O. W. R. & N. branch of the Harriman system, leading to the same territory by way of the east bank of the Willamette northward.

The fifth is the O. R. & N. gateway through Sullivan's gulch, the second trunk line to enter the city, and which also contracted with East Portland for terminal facilities.

Now as all these gateways receive

## Easy to Get Rid of Corns THIS Way

### "GETS-IT," the New Corn Cure. Guaranteed.



"Corns Gone! GETS-IT Got 'Em!"

"GETS-IT" is the new-plan corn cure that will surely remove the corn the very first time you use it. It is so simple, painless, quick and sure in its action, you can shrivel up the corn, wart, callous or bunion, separate it from the true flesh, the corn comes off, and there you are, with feet that feel positively glorious, corn-free once more, as they used to be in your "barefoot" days.

The most remarkable feature is that "GETS-IT" does not harm or turn raw the healthy flesh around the preparation. It is safe as water. No more plasters, bandages, or salves.

"GETS-IT" is sold at drug stores at 25c a bottle, or sent on receipt of price by E. Lawrence & Co., Chicago. Sold in Portland by Owl Drug Co.

## Believes This Will "Cure Lung Troubles"

Consumption is a flattering disease—that is one of its chief dangers. Those who have it are rarely willing to acknowledge the fact. If this trouble is present, it is in the throats, if a so-called "cold" has long persisted, a cough is present that keeps you anxious, or any of the symptoms are present, such as fever or night sweats, weakness and loss of appetite, and perhaps some raising of mucus—do the sensible thing—take Eckman's Alterative—as Mr. Bettersworth did.

Bowling Green, Ky., R. No. 4.

"Gentlemen: I wish to say for your Alternative that I believe it is a medicine of unequalled value for all Bronchitis and Lung trouble. The Spring of 1908 I had a severe cough for six months. I tried all the medicine that my doctors recommended to me, but no results came for the better. I had night sweats, and would cough and spit until I got so weak I could hardly do anything. But at last, James Deering, of Glasgow Junction, insisted that I try your medicine. In one week's time there was quite an improvement in my condition, and after I had taken several bottles, I felt as well as ever in my life.

"I desire the world to know that I firmly believe that your Eckman's Alternative will cure any case of lung trouble if taken before the last stage. I will gladly write personally to any party wanting information in regard to your wonderful medicine."

(Sworn affidavit.)

A. C. BETTERS WORTH.

Eckman's Alternative is effective in Bronchitis, Asthma, Hay Fever, Throat troubles, Croup, and in upbuilding the system. Does not contain poisons, opiates or habit-forming drugs. For sale by The Owl Drug Co. and other leading druggists. Ask for booklet telling of recoveries, and write to Eckman Laboratory, Philadelphia, Pa., for additional evidence.

## Three Bodies Found in Wrecked Craft



The sloop Pilgrim in which five men lost lives Saturday night on Yaquina bay.

(Special to The Journal.)

Newport, Or., Oct. 11.—Three bodies were found in the cabin of the sloop Pilgrim after the wreck was washed ashore late Saturday night. They were those of Captain J. D. McKenzie, aged 30, Carl Tellefson, aged 24, and Mike Henry, aged 16. The bodies of Forrest Wooster 15, and Claude Toner, 17, are still missing.

lines paralleling the harbor and its tributaries except the last, they incidentally command the water routes as well, and the question of the relation of these railroad streets to our terminal system becomes most important. Available for terminal connection with city and commercial highways, in East Portland, are Water, First, Second and Third streets.

Water street is occupied by the P. R. L. & P. by a franchise antedating the present charter, and consequently claimed to be paramount to it with its common user provisions. First, Second and Third streets are occupied by the Harriman lines, of which only the Third street is incontestably subject to the common user, and that is isolated by the city leaving to the railroads the administration of its birthright, the public terminal properties. These four streets are commanded on the south by the Portland Railway, Light & Power, the Southern Pacific and the Inman-Poulsen holdings, on the north by the Peninsular ridge, so that the East First gateway becomes important as a factor of control, and of the city by the late franchise, instead of fortifying the Harriman system, should have fortified itself.

J. B. ZEIGLER.

## SINGLE TAX ADVOCATE INTERROGATES SHIELDS

Oregon City, Or., Oct. 10.—Charles H. Shields, Secretary Oregon Equal Taxation League, Portland, Or.—I have not received an answer from you to my letters of September 20, 26 and October 5, asking you to debate with me the tax measures which the people of Oregon vote in November, and in which I stated that I would maintain the graduated single tax amendment and oppose all the legislative and tax commission bills and amendments.

In the daily papers of last Sunday, I notice that you challenge me and all other single taxers to debate with you the single tax philosophy of Henry George and some other questions on which the people of Oregon are not voting this year. Your proposal to debate such subjects is about as silly as a challenge to debate a resolution that the moon is made of green cheese. I certainly would not waste time in any such idle discussion with you or anyone else.

But I would be glad to debate the question: "Resolved, That the Graduated Single Tax Amendment should be adopted by the people of Oregon." As you will not do this, will you be candid enough to answer the following questions:

Who pays you for your work in Oregon? What salary are you promised? Who are the five persons, corporations and estates who have promised the largest contribution for your campaign against the single tax measures? How much have they agreed to pay towards the cost of the campaign against single tax measures? What is the total expense of your campaign to date? Give the names of your hired workers. Respectfully yours, WILLIAM S. UREN.

## PUNISHMENT FOR WIFE NEGLECT THREATENED

A big, well built man, with the appearance of an excellent workman, yesterday pleaded that he could not get work as a reason for not providing the thing toward the support of his wife, who is awaiting the arrival of a mite of humanity at the county hospital. The man, Bert Pryne, was given a severe upbraiding by County Judge Cleeton and was allowed until Monday morning to provide a \$300 bond to guarantee payment of at least \$1 a day toward the woman's expenses. Failure to arrange this will draw him a long rock-ribbed sentence, according to Judge Cleeton. The man was first arrested for not supporting his wife in August, but was allowed to go on his promise to care for her. At that time the little woman, in a delicate condition, came into court with a blackened eye and other marks of his alleged brutality. When the woman was compelled to appeal to Judge Cleeton against a few weeks ago the man was rearrested at Camas, Wash., by Deputy Sheriff Phillips. When asked to give her assistance Pryne reluctantly parted with 75 cents for her benefit.

## ASSERTS VALLEY LAND PRICES NOT TOO HIGH

Professor A. E. Chamberlain, practical agriculturist and development commissioner for the Great Northern railway, with headquarters at St. Paul, was one of the speakers at the regular weekly luncheon of the Portland Transportation club at the Multnomah hotel yesterday.

"When here a couple of years ago," said Professor Chamberlain, "I found the finest sheep I had ever seen in all of my experience. I called attention thereto upon my return home and encouraged by James J. Hill, growers were induced to enter some of their sheep in the International Show. The result was that today the most important breeder of fine sheep in the United States is sending to the Willamette in-

on hand to greet the visitors. The train is composed of a combination car, day coach, sleeper and observation car, elegantly equipped and with all modern conveniences. The sleeper is the first electric car sleeper in the state. It is built like the standard Pullman with the exception that the seats are just two inches narrower. The interior is beautifully finished.

One sleeper will be operated each way nightly between Portland and Eugene. There will be five daily trains.

From being one of the important egg producing countries, Canada has become an importer, the home production being inadequate to supply the demand.

## HOW I MADE MY HAIR GROW

Woman With Marvelously Beautiful Hair Gives Simple Home Prescription Which She Used With Most Remarkable Results.

I was greatly troubled with dandruff and falling hair. I tried many advertised hair preparations and various prescriptions, but they all signally failed; many of them made my hair greasy so it was impossible to comb it or do it up properly. I think that many of the things I tried were positively injurious and from my own experience I cannot too strongly caution you against using preparations containing wood alcohol and other poisonous substances. I believe they injure the roots of the hair. After my long list of failures I finally found a simple prescription which I can unhesitatingly state is beyond doubt the most wonderful thing for the hair I have ever seen. Many of my friends have also used it, and obtained wonderful effects therefrom. It not only is a powerful stimulant to the growth of the hair and for restoring gray hair to its natural color, but it is equally good for removing dandruff, giving the hair life and brilliancy, etc., and for the purpose of keeping the scalp in first class condition. It also makes the hair easier to comb and arrange in nice form. I have a friend who used it two months and during that time it has not only stopped the falling of the hair and wonderfully increased its growth, but it practically restored all of his hair to its natural color. You can obtain the ingredients for making this wonderful preparation from almost any druggist. The prescription is as follows:

Bay Rum, 5 oz.; Menthol Crystals, 1/4 drachm; Lavona de Compose, 2 oz. If you like it perfumed add a few drops of To-Kalon Perfume, which mixes perfectly with the other ingredients. This, however, is not necessary.

Apply night and morning; rub thoroughly into the scalp.

Go to your druggist and ask for an eight ounce bottle containing six ounces of Bay Rum; also one-half drachm of Menthol Crystals and two-ounce bottle of Lavona de Compose. Mix the ingredients yourself at your own home. Add the Menthol Crystals to the Bay Rum and then pour in the Lavona de Compose and add the To-Kalon Perfume. Let it stand one-half hour and it is ready for use.



## YOU SHOULD SET ASIDE A LITTLE TIME TO SEE OUR FALL SUITS

They're worth knowing intimately—you're bound to like them. They're wonders in every way—in fit, finish, fabric and general makeup. They're made by SCHLOSS BROS., and we are featuring them at

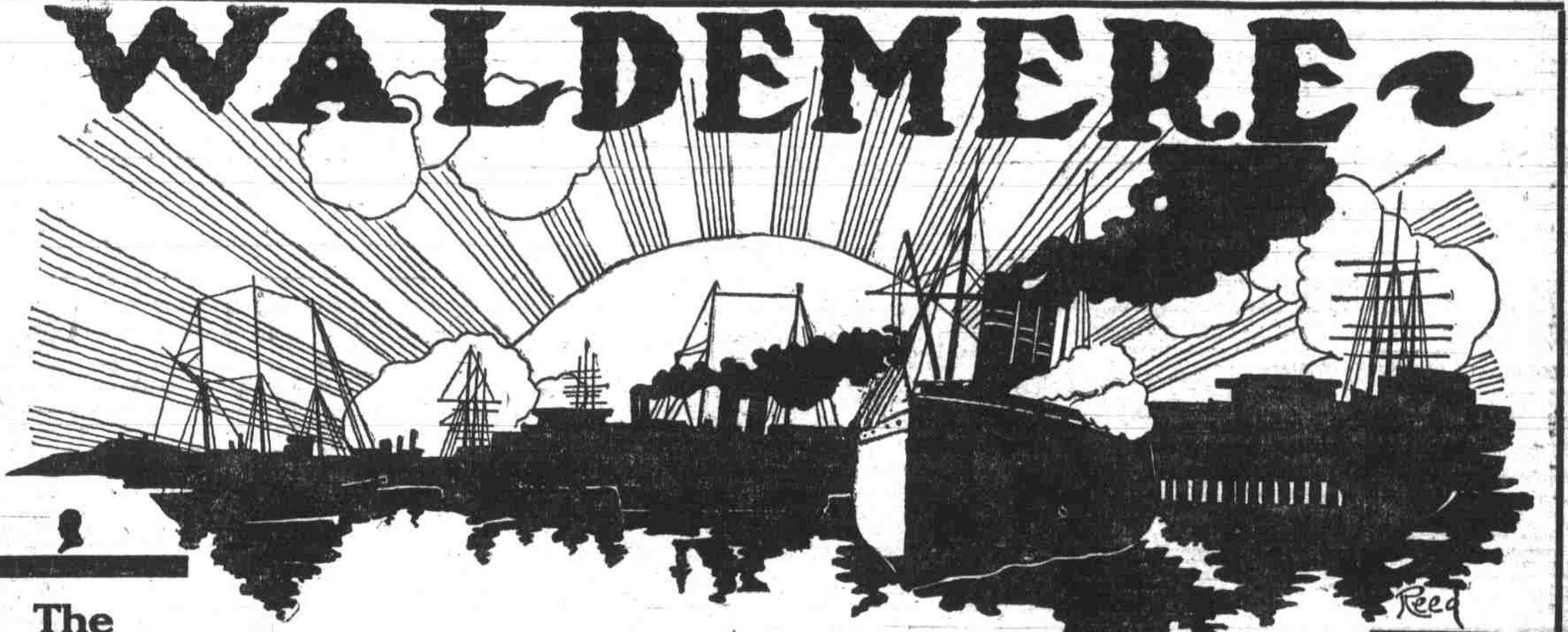
**\$20, \$25, and Up to \$40**

We have a splendid line of suits for men and young men at \$15.00. All sizes, all wool fabrics; blue serges and fancy weaves; up to the minute in style. The best \$15 worth you ever saw.

DROP IN TOMORROW.

## Salem Woolen Mills Clothing Co.

Fourth and Alder Streets, Grant Phlegley, Manager



## The Sun Is Rising On Industrial Portland Now's the Time!

### WAGE WORKERS, ATTENTION!

Here are TWO THINGS for you to consider seriously.

**FIRST**—If you have a little money to INVEST, where can you place it with GREATER ASSURANCE of CERTAIN PROFIT than in the FUTURE, GUARANTEED INDUSTRIAL CENTER of the Pacific Northwest?

Where \$5,000,000 is BEING SPENT by the BIGGEST CORPORATIONS in the Northwest and the WORLD?

Answer, NOWHERE!

Your money invested in WALDEMERE, the HEART AND SOUL of TREMENDOUS ACTIVITY, will return PROFITS IN PROPORTION.

**SECOND**—If it is WORTH ANYTHING to live near your work, REMEMBER, the BIGGEST JOBS of Portland's future will be offered by companies WITHIN A FIVE MINUTE WALK OF WALDEMERE.

Better be PREPARED for that BIG FUTURE.

Buy your homesite NOW, while property is LOW, terms, AS YOU WISH, NO INTEREST and NO TAXES FOR TWO YEARS.

### SEEING IS BELIEVING!

Mind you, these things are NOT PROMISED. They are ACTUALLY TRUE.

RIGHT NOW!

Spend Sunday PROVING IT. Run out on the United Railways, SUNDAY. Buy your ticket to WALDEMERE AND RETURN, or pay the conductor FIVE CENTS EACH WAY.

Take a seat on the RIGHT SIDE OF THE CAR, going out, so that you can SEE WHAT THESE BIG COMPANIES ARE DOING. When you return, take the RIGHT SIDE OF THE CAR, so that you can SEE THE OTHER SIDE.

If it's PLEASANT, go early; TAKE YOUR LUNCH; sit under the trees in the PARK and look out over the WILLAMETTE. The VIEW IS GREAT!

Five thousand boats of every description PASS IN FRONT OF WALDEMERE every year. You can SEE EVERY ONE OF THEM, with the NAKED EYE.

You can SEE PORTLAND GROW! You can look down ON THE DECKS of big MERCHANT VESSELS, great TRAMP STEAMERS AND SCHOONERS, mighty WAR SHIPS and HUNDREDS of pleasure craft. And a FULL SIZE LOT, as low as \$400 and as high as \$750.

TRAIN TIME	
United Railways	
(Leaving 2d and Stark)	8:15, 9:15, 10:15, 11:15 a. m., 1:15, 2:15, 3:15, 4:15 p. m.

COUPON

VINCENT JONES REALTY CO., 408 Spalding Building.

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