

### BLAZE AT RAYMOND, WN., DOES \$150,000 DAMAGE TO PLANT

Two Mills and Stock Burned and 100 Men Thrown Out of Employment.

Raymond, Wash., Sept. 23.—The plant of the Southwest Manufacturing company, comprising a shingle mill of 350,000 daily capacity and a cedar siding mill of 75,000 feet daily capacity, was destroyed by fire at 3:45 o'clock this morning, causing a loss estimated at \$150,000, which is only partially covered by insurance. This was by far the most disastrous fire that has ever visited this city and will throw 100 or more well paid men out of employment.

The loss of the plant was augmented by the destruction of eight million shingles and one million feet of cedar siding which was stored on the docks. The department responded to the alarm quickly and soon had several streams of water playing on the fire. Hard work saved the machine shop, dry kilns, several million feet of siding and the plant of the Raymond shippard immediately adjoining that of the burned mills.

Had the fire occurred two weeks earlier the steamer Solano would have been on the ways and she would doubtless have been destroyed. The origin of the fire has not been determined, though the blaze evidently started back of the engine operating the shingle side of the mill. This part of the plant is removed 40 feet from the boiler room. There was a watchman and night fireman on duty at the time, but neither of them discovered the blaze until it had gained great headway.

The firemen blew a blast of the whistle which aroused nearby neighbors, one of whom turned in the alarm by telephone. The stockholders of the Southwest Manufacturing company are E. E. Case, F. R. Brown, Charles Hinkle and others.

It has not been decided whether or not the mill will be rebuilt.

### LITIGATION WITH RAILROAD HINDERS HIGHWAY PROJECT

(Continued From Page One.)

Messrs. Benson were following from Hood River: G. R. Castner, judge county court; G. A. McCurdy, county commissioner; J. A. Putnam, county commissioner; C. K. Marshall, county road supervisor; E. O. Blanchard, mayor of Hood River; W. L. Clarke, president Commercial club; C. N. Ravlin, secretary Commercial club; Truman Butler, president Butler bank; S. A. Mitchell, vice president Hood River Bank & Trust company; Charles F. Early, vice president and general manager Mount Hood Railway and Oregon Lumber company; A. D. Moe, proprietor Hood River Glacier; C. W. Hooker, secretary Apple Growers' association; J. H. Hellbrunner, director Commercial club; W. E. Kink, chairman automobile and good roads committee Commercial club; B. E. Scott, manager Hotel Oregon; J. C. Porter, east side orchardist; Edward Lange, east side orchardist; George Sargent, west side orchardist; G. M. Uptegrove, upper valley orchardist; George Sheppard, president Odell Improvement association; H. E. Conway, president Conway Mercantile company; Odell.

Portland was represented by County Commissioners Rufus C. Holman, D. V. Hart and W. L. Lightner, S. Benson,

### PORTLAND MEN WHO ATTENDED BENSON GET-TOGETHER DINNER AT CHANTICLEER INN



Good road advocates, just before entering automobiles in Portland to attend conference on proposed scenic roadway.

A. S. Benson, C. S. Jackson, Samuel Hill, H. L. Pittock, Julius L. Meier, Edgar B. Piper, M. C. Dickinson, Samuel C. Lancaster, H. L. Bowly, S. Mitchell, E. E. Covert, Gus Rowden, John B. Yeon, Charles Cooney, H. L. Keats, W. B. Fehhlermer, Lynn B. Covert, and Paul Westinger.

The entire party left Portland at 11 o'clock yesterday morning and arrived at the inn at noon. It was the first visit of many of the commanding eminence and the revelation of the possible scenic development of the proposed highway was an overpowering one. Engineers Lancaster and Bowly pointed out the plan by which the road will descend from the bluff through a series of loops along the Rooster Rock basin to the river below on a grade of 5 to 7 per cent.

Following a luncheon came the usual speechmaking with Julius L. Meier, president of the Columbia Highway association, as toastmaster.

On behalf of the hosts E. E. Covert welcomed all and designated A. Benson as one of the fathers of the good roads movement. He facetiously referred to the lukewarmness of Hood River residents and said "now that they are here we can, if they disagree with us, drop them over the bluff 1500 feet." In serious vein he dwelt upon the advantages of the road to Hood River.

Roads Built Like Tumble Bugs. C. S. Jackson emphasized that what was wanted was one dollar's worth of road for one dollar's worth of money. Herebefore, he said, the people had been building roads like tumble bugs and that more money had been wasted on roads than in any other way and added that in some places God Almighty had built better roads than man. Referring to the Columbia he asked "why did God create the gorge if he did not want us to appreciate it?"

Every point on the river, he said, had a natural advantage over every other point and that cheaper transportation along the river was better for the railroads.

Samuel Hill said that he had traveled over most of the habitable globe and had homes in Washington, D. C., Lexington, Mass., and Seattle, an office in Portland, but he thanked God he lived on a farm on the Columbia river. In the way of transportation he said the people were way back in the dark ages although there had been great progress in material things.

"Hood River," said he, "is known for its fine potatoes and also for its bad roads." Getting down to figures, he said that

in 1912 there would be 150,000 automobiles in California, and that out of those 20,000 would come down the Columbia if there was a good road. These automobiles, averaging five persons, would spend \$20 a day. In 10 days their total expenditures would amount to \$5,000,000.

As evidence of the benefit to the farmer from good roads, Mr. Hill pointed out that in the vicinity of Goldendale the farmers had made a saving of \$54,000 in hauling their grain to market.

Co-Operation Is Advocated. H. L. Bowly, engineer of the state highway commission, said without doubt the road would be taken over by the state after awhile. He also called attention to the fact that the engineering department of the state was at the call of the different counties. Wasco county had already asked to have the road located through that county, and he hoped that Hood River would be able to act in conjunction with Wasco and Multnomah.

It was a prime necessity, he said, to locate the road properly. The only barrier to Central Oregon is now between Portland and The Dalles, he said. W. L. Clarke, president of the Hood River Commercial club, resented any inference that his county was lukewarm and added that they would be satisfied with nothing but a good road to Portland.

One of the results of the luncheon, in his opinion, would be a better understanding and a plan of harmonious action.

Disagreement With Railroad. E. B. Piper, president of the Portland Commercial club, said that it was amazing that in all time there had been no road down the Columbia and G. R. Castner, county judge of Hood River county, explained that there was a lack of harmony between the county and the officials of the O-W-R & N. company over a right of way. When the railway was built down the river, Hood River county was a part of Wasco county. The railroad was allowed to use the county's right of way on condition that it would restore it on request. A great part was restored, but a section now in Hood River county was not. It is now claimed by the railroad officials that the statute of limitations has run and that Hood River has slept on its rights too long.

The matter is now a subject of litigation in the courts.

The people of his county, said Judge

Castner, are in full sympathy with the highway and a pririt to do what they can towards its furtherance exists. Owing to its character as a horticultural community the county required a great number of local roads and these must be cared for.

People Favor Highway.

E. O. Blanchard, mayor of Hood River, said that the sentiment in the county, in his judgment, in favor of the highway had grown 100 per cent during the last year. He believed the first step should be to have the survey made by the state highway commission.

The fact that there was a dispute between Hood River county and the railroad company was news to many and it was suggested by Mr. Meier that Portland could be of assistance in bringing about a settlement.

In line with this suggestion, a motion was made by W. L. Lightner, commissioner of Multnomah county, that a committee composed of C. S. Jackson, E. B. Piper and Julius L. Meier be appointed to act with the county judge and commissioners of Hood River in the matter, was adopted.

Returning to Portland the party was given a practical demonstration in road building by A. S. Benson, who is having constructed near his home at St. Johns an experimental piece of hard surface road eight feet wide with macadam shoulders.

Mason Fulfills Mason's Wish.

Long Beach, Cal., Sept. 23.—Fulfilling a last request, Judge Frank Willis cast into the sea the ashes of Eduljee Sorabjee of Bombay, a fellow Mason.

Fifty Killed on Mexican Railway.

Laredo, Texas, Sept. 23.—News was received that rebels dynamited a Mexican National railroad train south of Saltillo, Mexico, Friday, killing 50.

Auto Exchanges

The month of September, especially toward its close, is the time when many motorists get rid of their old cars to buy new ones, exchanging touring cars for runabouts, and effect many other trades in new and used autos.

If you are such an autoist, or a prospective owner, or if you are in the market for speculation in autos, you cannot afford to waste a single day before you get into "The Journal Automobile 'Want Ad.'" column.

Watch "The Journal 'Automobile Wants'" from day to day, and see how many trade and sale offers in the automobile and auto supply line there are. (Adv.)

### MANN ACT NOT MEANT TO STOP ESCAPADES

U. S. Judge Pollock Holds It Applies to Commercialized Vice Only.

Wichita, Kan., Sept. 23.—Taking issue with the recent ruling in San Francisco of United States Judge Van Fleet in the Diggs-Caminetti cases, United States Judge Pollock, in handing down a ruling in the case of Lee Baker, charged with violation of the Mann white slave act, today said:

"The Mann act was not meant to prevent personal escapades of men and women. It refers only to the transportation of girls for commercial purposes."

In the Diggs-Caminetti cases Judge Van Fleet ruled that the defendants were punishable under the terms of the Mann act although the prosecution admitted that the defendants did not take Miss Marsha Warrington and Miss Lola Norris to Reno for commercial purposes.

Diggs Prosecutor Indignant.

San Francisco, Sept. 23.—Matt I. Sullivan, of counsel for the prosecution in the Diggs and Caminetti cases, snorted today when told of the decision by Judge Pollock at Wichita to the effect that "the Mann act was not meant to prevent personal escapades of men and women."

"He can't have read the federal supreme court decisions on the act he's discussing," said Sullivan. "I suggest that he look up the Athanasius case, in which the highest court held that any interstate act which so much as placed a girl in a position where her moral fiber might be loosened, violates the Mann act. Judge Van Fleet was right all the way through."

Maury I. Diggs took a different view. "Fine," he exclaimed. "That helps some. And it's what I said the first time I opened my head about the affair. What we were fighting was the white slave stigma. We admitted we were bad and

should not go unpunished." "When the federal judges themselves can't agree," said F. Drew Caminetti, "as to what the law means, a reversal of our case is certain on appeal. It certainly makes me feel good."

"It looks to me as if our appeals were already won," said Marshall Woodworth

of counsel for the Diggs-Caminetti defense. And he sent a telegram to Wichita immediately for an official copy of Judge Pollock's decision. He expects to ask a 30 days' extension of the 10 days' stay of commitment already granted to Diggs and Caminetti, to perfect their appeals.



### Tailored Suits For Ladies

This store is showing a complete stock of new models for Fall, direct from New York tailors. The late American fashions and the new Continental modes, modified to conform to correct style.

\$19.50 to \$58.50

Prompt fitting and alteration, with delivery of all suits at the time promised.

Ladies' Store Third Floor—Elevator

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**Lot One**

Over 2000 beautiful Silk Velvet Shapes, undoubtedly the best Untrimmed Hat offer made anywhere this season! Dozens of smartest styles, several exactly as illustrated at the left. Some with new soft crowns, others stiff. Black, brown and navy. For three days only

**\$1.98**

**Lot Two**

Over 3000 elegant new Plush Shapes, the rage of the season, bought at a sacrifice from a wholesale dealer who needed the spot cash! Beautiful, lustrous, high-pile hatter's plush, in every new shape, including the popular Sailors. Several pictured at right. Soft and stiff crowns. Black, white, navy, brown, cerise and taupe. Require very little trimming. For three days only

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# 15

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