

WORK OF BUILDING INTERSTATE BRIDGE BEGINS IN 6 WEEKS

Commission Makes Awards of Contracts for the Huge Structure.

ONLY ONE JOB GOES EAST

Total Cost Approximately \$1,560,000; Local Business Men Urge Preference for Home Concerns.

Interstate Bridge Data.	
Estimated cost	\$1,560,000
Contracts awarded	to home firms
Cash on hand	1,306,063
Estimated cost	1,758,000
Length	17,000 feet
Width of roadway	38 feet between curbs
Width over all	with 5 foot sidewalk, 48 feet
Fireproof	in every detail
Drawings	like that of Hawthorne bridge
Tolls	will be charged
Construction	to begin in November, 1915

Construction of the Interstate bridge between Portland and Vancouver, Wash., will be started within a month or six weeks at most, according to John Lytle Harrington, engineer in charge. Some of the contractors say they will be ready to start work in 15 days. It is planned to complete the bridge by November, 1916.

The contracts will be drawn up and presented for the approval of District Attorney Evans of Washington county and District Attorney Blair of Clark county, Monday. With their approval the contracts will be submitted to the bidders and arrangements for bonds may be made. It is hoped to have the contracts signed by Tuesday or Wednesday.

The total cost of the bridge will be approximately \$1,560,000. Of this amount contracts amounting to \$1,305,000 were awarded yesterday to a meeting of the Interstate Bridge commission at the Court House. These contracts cover all the work, except that of paving the approaches, for which bids will be invited in about a year, well in advance of the time for the paving.

Bids for the approach paving were rejected by the commission, because there were only five competitors, which was considered inadequate. There was sharp competition with many bidders, on all other items.

One Bid Withdrawn.

With the exception of the bids for the paving on the steel portions of the structure, the awards went to the lowest bidder. In this case the Bellanca Construction company, of Portland, bidder on the paving for the entire bridge, finding that the award would not be made for the approach, asked to be allowed to withdraw as bidders on the paving for the steel portions. The request was granted, and the award was made to the Warren Construction company, of Portland.

With the exception of the award for the steel for the main river span, every contract was to a Portland or northwest firm, and every award was made to the lowest responsible bidder. Of the work thus apportioned the local or north west contractors—there is but one outside of Portland—will do 70 per cent.

A difference of less than \$30 in the bids on the steel for the main span prevented the other 30 per cent of the work from going to a Portland concern, whose bid was \$36,400 more than that of the successful bidder, the United States Steel Products company, the selling agency of the United States Steel corporation. The successful bid was \$412,216.

Chairman Holman Explains Position.

The commission was strongly urged by representatives of local business interests to ignore the slight difference in the bids and make the award to the local firm, and Governor Withycombe, as a member of the commission, voted that the award be made to the same concern.

Chairman Holman, for the commission, giving the reasons for sending to a large portion of the work, involving an estimated disbursement of \$150,000, to an eastern concern, said that it was simply a matter of common honesty.

It was urged to the commission that the public policy of the state of Oregon had been defined in law recently enacted by the state legislature allowing a 5 per cent preferential to be given Oregon contractors on public work.

All Ask to Bid.

"We advertised to the world for bids," said Chairman Holman, "and these outside bidders have gone to expense and trouble to compete. There was no preferential law at that time. The bids were made in good faith and fullmthom county, because it will have their work of this sort to do, if for no other reason must keep faith with the firms who have spent their money to make these bids. We advertised to award these contracts to the lowest responsible bidder, and if we were not going to do this we should have put that fact in our prospectus."

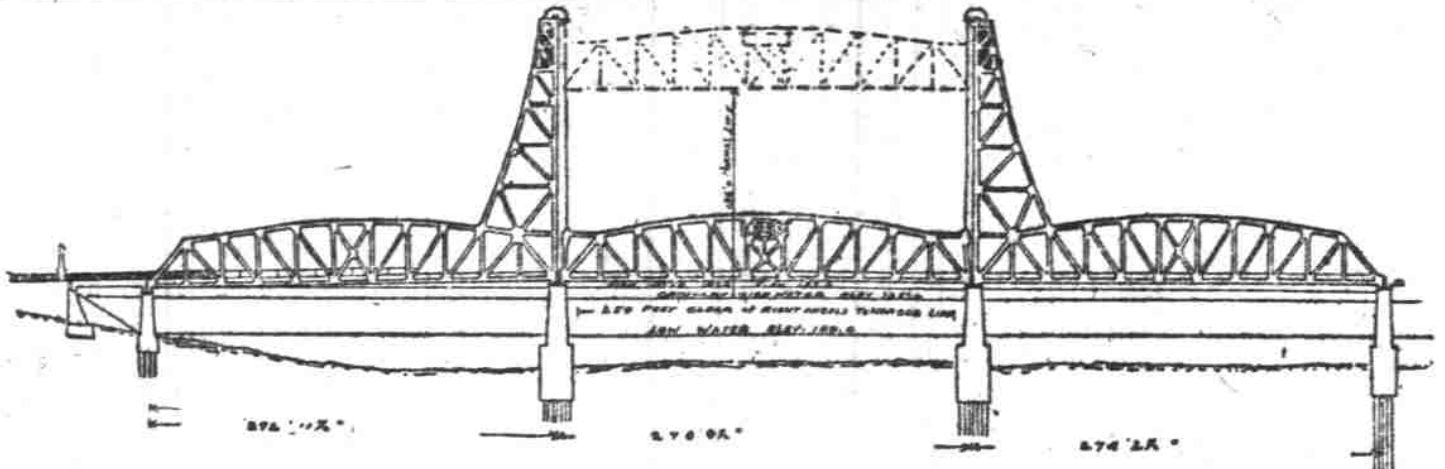
"If the five per cent preferential law had been in effect at that time the bids were requested it is extremely doubtful if there would have been a single bid from an eastern firm," said Engineer Harrington last night. "We would have been deprived of the competition that gave us the largest number of bidders that I have ever seen in a project of this kind."

Calculations Close and Careful.

So close and careful were the calculations of the bidders that it would seem that they literally considered the work by the pound, and the five per cent preferential would have made a difference of \$2 a ton on the steel, or about \$30,000 on this item alone.

The erection of the main span will

SECTION OF NEW INTERSTATE BRIDGE



Three of 13 spans which will compose big viaduct, showing lift span which will be like that on Hawthorne bridge. Remaining 10 spans are like the ones shown on either side of draw in drawing

be by Porter Brothers, of Portland, whose bid was \$99,829 for the work. This firm also will erect the span over the slough sections. The bid for this work is \$18,555.50.

Another Portland concern, the Pacific Bridge company, will put in the substructure for the main river and slough spans successively, the first being \$319,416 and for the second \$119,759.

The embankment work will be done by the Tacoma Dredging company of Tacoma at a cost of \$158,214.40. The floor on the steel portions will be put in by the Warren Construction company of Portland, \$82,802.92 to be the cost. The Northwest Steel company of Portland secured the contract for the steel for the slough spans, \$93,149.50 being their bid.

Lift Draw Is Selected.

At an executive session of the commission preceding yesterday's public meeting at which the awards were made, the lift of elevator type was adopted, Governor Withycombe not voting. Thus the draw will be of the same type as that of the Hawthorne bridge in Portland. Bids were asked for both the lift and swing draw types. A comparison showed an apparent advantage of \$70,000 for the lift type, for which the patent is held by Mr. Harrington. Mr. Harrington, however, makes a charge of \$15,000 royalty on his patent, which reduces the net advantages in favor of the lift to \$55,000.

May Have Second Approach.

For the construction of the bridge Clarke county voted bonds to the amount of \$1,300,000. All the bonds have been sold, a premium of \$26,000 having been received on the sale. There is now \$1,758,000 cash on hand for the building of the bridge. Mr. Harrington estimates that \$225,000 to \$250,000 of this fund will remain for the bridge to be completed. The commission has under consideration the building of an approach from Derby street on the Oregon end of the bridge. Derby street would be widened and an approach from the Oregon end. In case this approach is built a portion of the left-over fund will be used.

The bridge, with a total length with approaches of 17,000 feet, or approximately three miles, will be one of the longest viaducts in the world. It will extend from the city of Portland diagonally across the river bottoms and Columbia slough on fill to Oregon slough, across Oregon island on fill, and across the main channel of the Columbia on steel spans to the foot of Washington street, Vancouver, which will be reached from that side by a short filled approach. Streetcar traffic over the bridge will turn to the right up Main street, Vancouver, and vehicular traffic will go up Washington street.

Tolls Will Be Charged.

Tolls will be charged for use of the bridge, and will be fixed by the commission later.

George F. Huesner, who has a franchise for an electric line on Patton avenue, which was one of the contenders for the Oregon approach to the bridge, asked for a franchise on the approach to the bridge about a year ago, but no action was taken on the application.

Bridge 38 Feet Wide.

The bridge will be 38 feet wide between curbs, or about two feet wider than the distance between curb and curb of the average Portland street. It will be 35 feet wide between sidewalks, and 42 feet wide between sidewalks on each side. A five-foot sidewalk will run on an extension on the outside of the truss on the upper side. Included, the bridge will have a width over all of 48 feet.

By placing the sidewalk outside on the upper side, the bridge will be provided from which there will be an unobstructed view of Mount Hood, Mount St. Helens and other snow peaks.

The bridge will be fire-proof to the last detail. The floor will be of concrete slabs, reinforced with steel and laid on steel beams. The paving will be asphalt.

Of the total length of 17,000 feet, 5,000 feet will be of steel construction. Of this 5,000 feet will be between main river spans, 350 feet over Columbia slough and 1,150 feet over Oregon slough.

The bridge will be 12,000 feet of fill or embankment, which will average 25 feet in height and be 42 feet wide at the top.

The surface of the floor will be 46 feet above the low water line, 12 feet above the extreme high water line.

The lift will be hung between towers that will reach 220 feet above the low water line, above which the lift at its extreme height will be 175 feet. The length of the lift between towers will be 120 feet. That of the Hawthorne bridge is 230 feet.

L. A. Times Suspects Deny Their Guilt

M. A. Schmidt and David Caplan Bench Los Angeles and Are Placed in Jail; Both Rely on Union Labor Help.

Los Angeles, Cal., Feb. 27.—With the conviction that organized labor will rally to their support, M. A. Schmidt and David Caplan, accused dynamiters and charged with murder in connection with the Times disaster, arrived here today and were temporarily assigned to the cells in the county jail which were formerly occupied by the McNamara brothers. Caplan was brought here from Seattle, where he was arrested, and Schmidt reached Los Angeles from New York, where he was apprehended 10 days ago.

Both men emphatically protested their innocence of the charge. They admitted having been in Los Angeles, but denied being here at the time or near the time of the Times disaster. They were here from Seattle, when the work was made in good faith and fullmthom county, because it will have their work of this sort to do, if for no other reason must keep faith with the firms who have spent their money to make these bids. We advertised to award these contracts to the lowest responsible bidder, and if we were not going to do this we should have put that fact in our prospectus."

Ruptured

Wrens suffer more from inexperienced crews fitting than from horns. Why not buy your trusses from experts? Try Aue-Davis Drug Co., at 3d and Yamhill, who are experts and know how.

PRICE REGULATION AT PUBLIC MARKET IS NOW REQUESTED

Complaint Made That the Farmer Charges More for Chickens Than Retailer.

Asserting that chickens were selling at local markets yesterday for as low as 17 cents per pound, whereas on the central public market they were bringing 20 cents, some Portland poultry and egg dealers are asking for more stringent regulation of prices at the public market.

"The farmer should be made to sell at least 20 per cent less than the dealer," said one dealer yesterday. "They have no overhead expense, such as rent, high taxes, insurance, advertising and the like, and yet they are receiving more for their poultry than the dealer. They should be made to sell at prices enough below dealer's prices to offset the expense of rent to the dealer."

"I will chickens yesterday at 17 cents and made a profit; the farmer, not having my expenses, could sell at 15 cents and make a profit."

"The public market was instituted so that the farmer might have an outlet for his products and with the belief and understanding that he would be able to make a reasonable profit, but at prices that would be under those of the private dealer."

"It is not fair that the farmer should be permitted to make several cents a pound more on poultry than the regular dealer, nor is it giving the public the benefits that should come from public markets."

"People who go to the public market think that they are receiving the full benefit of sales direct to the consumer, and they are not. They are getting a middleman's profit to pay when, as a matter of fact, they are sometimes paying more than is charged in the private market."

"And not only is this lack of price regulation unfair to dealers and public, but it leads to other abuses, one of which is brokering on the public market by those who claim to be producers when they are not. When one can buy chickens retail at 17 cents at the private market and get 20 cents at the public market there is no need of raising chickens."

"Eggs have been selling on the public market for 25 cents straight, but at private markets they could be had two dozen for 45 cents."

"The remedy for these unfair conditions lies in strict regulation of prices and vendors on the public market and fixing prices according to the lowest competitive price, and not, as seems to be the case, according to the highest price attained by some of the higher priced markets."

Mrs. Rule's Body To Be Sent East

One of Victims of Accident on Hawaiian Trip To Be Buried at Washington, D. C.

Funeral services for Mrs. Mattie Frisette Rule, who, with Mrs. Miles Bell, of Portland, was killed in an auto accident on the island of Hawaii last week will be held in her home at Washington, D. C., where the body was shipped directly east upon the arrival of the steamer Great Northern at San Francisco.

Mrs. Rule had been a resident of Portland since 1908, being connected with the United States forest service. Of a delightful personality, she had been a member of the faculty of George Washington university, in Washington, D. C., where she was born and had lived in the summer months.

As a young woman she married James F. Rule, a well known newspaper editor of Knoxville, Tenn., where she had lived in the summer months. Following his death she returned to Washington and lived there until 1908, when she came to Portland in connection with the forest service.

Only one member of her immediate family, Luther S. Frisette, a brother, of Washington, survives.

Officials of the forest service stationed in San Francisco will meet the Great Northern on its arrival in that city and place the body on the train for its long journey east.

BAKER WOMAN IS DEAD

Baker, Or., Feb. 27.—Mrs. Lucinda Elder, a pioneer woman of eastern Oregon, died yesterday afternoon at the home of her daughter, Mrs. Belle Buckum in this city. She had been here but a few months, coming here from Heppner to make her home with her daughter. She was 67 years of age and had lived in Eastern Oregon for 45 years, most of the time at Heppner, where many relatives reside. She was a native of Illinois. The remains were taken to Heppner today, where the funeral and interment will take place tomorrow.

BAKER IN NEED OF RAIN

Baker, Or., Feb. 27.—With no rain for several days and steady wind, instead of the usual drizzly February weather, this city has been suffering from excessive dust the past day or two and the street department is working hard as in the summer months, keeping the streets sprinkled.

PRESIDENT IS FIRM IN HIS STAND FOR STRICT NEUTRALITY

(Continued From Page One.)

pected" that some word would come from England next week. He made it plain by his attitude, however, that the British government had explained that because Germany's submarine blockade was directed equally against France and England, that England considered all matters in connection with the blockade as matters of the British allies. Therefore, there might be even more delay before a final decision could be reached. There is little hope, however, that responsible officials of the state department, however, that none of the allies are willing at this time to make any concession which would be of material benefit to Germany.

They say that all of the unofficial information reaching them indicates that there is a serious shortage of long way from a very serious one—in Germany's food supplies and that naturally Germany's enemies will be unwilling to permit her to get unlimited additions for her civilian population, which would immediately release for the use of the army the foodstuffs that have now been divided between the military and non-combatants.

Blockade Regarded as Refusal.

Ambassador Gerard at Berlin has been very frank in telling the German foreign office that Germany sympathizes with the position of the United States. Unofficially he has been experienced naval men, who believed that she should have the right to care for her non-combatants. He has been told that the submarine blockade was decided on by the navy and that the most possible reprisal for the English attitude. But he has also had it pointed out to him that the commanders of the "interceptor" boats are experienced naval men, who have the silhouettes of all allied and neutral ships before them and that while they may make mistakes and sink minor neutral craft there is absolutely no danger of a torpedo boat being launched against a merchant vessel carrying a vessel at a vessel which is a neutral steamer. So far as can be learned tonight, however, no belief is expressed that the German attitude, they are all in position of denying any information that may "leak" and all are admittedly passing up the opportunity to the newspapers in their own countries, outlining possible action, but retaining the right to "officially deny" any suggestion that might become unpopular.

Intemperate Talk Deplored.

President Wilson is determined to maintain an attitude of the strictest neutrality, explained one of his closest advisers tonight. He probably more than any one else realizes that the very existence of the United States may depend on the public market and fixing prices according to the lowest competitive price, and not, as seems to be the case, according to the highest price attained by some of the higher priced markets.

"It will protect its citizens and national honor at all costs. But the president has accepted their face value the declarations of everyone of the belligerent powers that they respect our friendly intentions and absolutely discountenance jingoism at all times."

Within the last 48 hours the president has reiterated to Chairman Stone of the foreign affairs committee and to others of his close advisers that the greatest danger in the present situation is intemperate talk by government officials. He has expressed the belief that many stories have been given widespread circulation both in the United States and abroad have been set adrift by committees and belligerents and because of this he has refused to dignify any of them with denials.

Summing up the situation, it was said at the state department this afternoon:

"We are still sticking to watchful waiting both at home and abroad. It was a policy which saved us many lives last spring and summer and we believe will prevent the loss of a single American life during the European cataclysm."

FRENCH SEIZE THE AMERICAN STEAMER DACIA

(Continued From Page One.)

of the war, in violation of the declaration of London.

Great Britain later joined France in her reports. Representations were made to the American state department which, however, took the view that the purchase was bona fide and finally issued government insurance on the Dacia cargo, though refusing to insure the hull of the steamer.

The German captain and crew left the vessel and she was placed in command of Captain George McDonald, an American, with an American crew. She became an American steamer under the provisions of the amendment of August 18 to the Panama canal act.

The French and British governments based their claim on this clause in the declaration of London.

"The transfer of any enemy vessel to a neutral flag effected after the outbreak of hostilities is void, unless it is proved to the satisfaction of the court that the vessel was not made to avoid the consequences to which such a vessel is exposed."

STEGLER'S STORY DENIED

Omaha, Neb., Feb. 27.—Louis Stora, divorced wife of Carl Hans Lodge, who was arrested in the Tower in London, as a German spy, denied here today the statement attributed to Richard Stegler in his confession of a passport fraud plot in New York that she had been paid \$15,000 by the German government.

INDUCE OFFICIALS OF CASHIER COMPANY TO PURCH THEIR BAIL

President Menefee and Director Bilyeu First of Accused to Do So.

FRANK CHARGES MADE

President Declares There is No Irregularity and That Stock is Not Practically Worthless.

Frank Menefee, president and general manager of the United States Cashier company, and Thomas Bilyeu, director and inventor of the machines which the company was organized to manufacture, were the first of the ten officers and former salesmen of the corporation to put up \$2500 bail following their indictment for fraud by the federal grand jury here yesterday.

The others indicted were: Oscar A. Campbell of Eugene, vice president and director; F. M. Moon, sales manager, who is now in California, and salesman H. O. Bonnell, H. M. Padd, Joseph Hunter, O. L. Hopson and P. E. Murrain, Hunter and Murrain are in Indiana, where the company which recently took over the assets of the United States Cashier company has a plant at Terre Haute, Ind.

Fraud Is Charged.

The indictment charges fraud and alleges that the five machines which ranged from a change computing machine to a typewriter, were not protected by patents as the company represented and that \$1,200,000 was paid in cash for stock on misrepresentations. Moreover, it alleged that the company's admitted liabilities of \$500,000 in its statements of condition and in furtherance of a stock selling scheme advertised such false statements and arbitrarily advanced the price of stock to almost three times par value to give the public an idea that it was valuable commercial paper.

The United States Attorney Reames, the defendants will be arraigned within the next week or ten days.

The principal charges are denied by Frank Menefee, who is in the city and who, in stating his side of the case last night, insisted that everything he had done was done in good faith and into it, along with additional funds from his own private fortune.

Patent Protection Claimed.

"While I do not know at this time what specific charges the government brought against me and other officials and employees of the company, the charges as shown by the newspapers this afternoon are not true and when the profit in college boys and car show side of it we have no worry as to the result," said Menefee.

"The company was at all times solvent and its stock not practically worthless. We at all times had the patent protection that we claimed and we still have it and it is an invaluable asset against the corporation which we have for our machines."

"The claim made that the factory site and building were owned privately by the United States Cashier company is a lie and that the company took a deed from the Kenwood Land company to the land on which the factory building was established, I think is a lie. The company must have been organized in the summer or fall of 1911. This deed was drawn directly to the United States Cashier company, was placed on record, and it has not been sold or disposed of to any other party."

"The claim that we omitted \$500,000 from our statement of liabilities is false and at no time, even including past years, did we ever reach one half of that sum. Our financial statements have correct-ly shown our financial condition."

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Girl Students Talk At Fire-Rope Slide

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Rosenfeld Funeral.

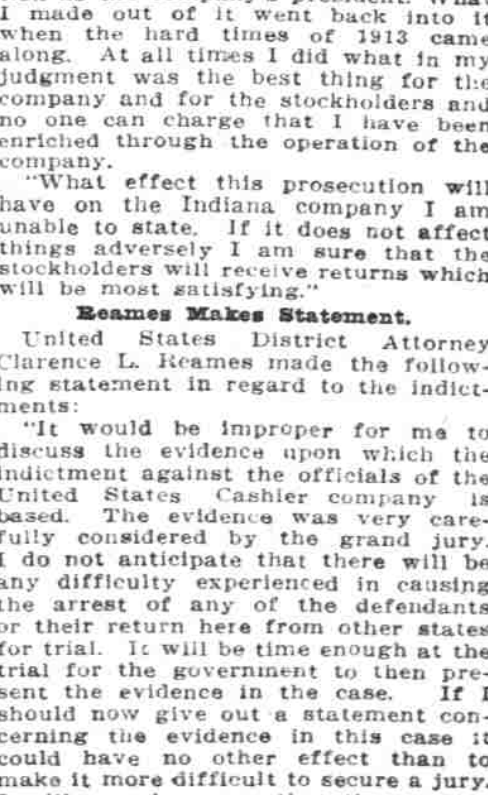
Funeral services of the late Sol Rosenfeld will be held this morning at his home, 221 Ford street, at 10 o'clock. Rabbi Jonah B. Wise of Temple Beth Israel will officiate. Interment will be in the cemetery of the city. A Feldenheimer, I. L. White, Edward Ehrman, Roscoe Nelson, Sol Hart and Gus Simon will be pallbearers."

All Women Admire Well Dressed Men

Dress Up for Easter in Made-to-Order Clothes. Why?

By RAY BARKHURST

If every man who reads this announcement would give a moment's thought to the clothes question, or, better still, come to my store tomorrow and talk it over with me, they would readily see the great advantage of having their new Spring Suits made to order, either BY ME or by some other GOOD, reputable tailor.



Made-to-order clothes are cheaper than those most people generally buy, even though you may pay a higher price in money. WHY? Because they fit better, wear longer and always look new, even though almost worn to threads. Now, this is an actual fact that I can easily explain to you when you come to my store tomorrow. You yourself perhaps have noticed that the "made to order" man always looks well dressed. Why not get into his class?

My assortment of woollens is so large, so complete, so varied that I really think, when you come tomorrow, you'll regret that you've never come here before. Serges, broadcloths, plaids, checks, stripes, plain grays—in fact, almost every conceivable pattern that the ingenuity of man can devise. Cloths of exclusive design, only one of their kind in town. All from the best looms of America and Europe. All shades, all weights.

made to your order

\$20

A Suit to order for \$20—just think of it! I will make a Suit to order for you as low as \$20, with good linings and trimmings, the equal of any \$25 or \$30 Suit that you can buy anywhere, and promise you that you'll be better pleased and more satisfied than you've ever been in your life. So allow me again to suggest, "be here tomorrow."

Adjutant General Orders Examination

Purpose Will Be to Inquire Into Qualifications of Officers of Oregon Naval Militia.

Campbell Gives View.

Examination board to inquire into the qualifications of all officers of the Oregon naval militia was ordered yesterday by Adjutant General White as a first step in the reorganization of the service as provided by the new naval code adopted by the legislature. The board will convene March 28, giving the officers affected a month in which to prepare themselves for the test. It was announced that those who fail to pass will be discharged.

The examination will include knowledge of navy regulations, navigation, seamanship, ordnance and gunnery. Those who must take the quiz March 28 are Lieutenant Beckwith and Ensigns Munly, Dyer, Young, Peckins, West and Hilton. The first examining board is composed of Lieutenant Commander Blahut and Lieutenants Norden and Spooner.

It was also announced by the adjutant general that the ranks of the officers will be reduced in nearly all instances to conform to United States navy requirements. The commanding officer will rank as a lieutenant commander while the other officers will be commissioned as lieutenants.

Following the examinations there will be an inspection of the naval militia by the adjutant general, in accordance with the new naval code, so that the officers in excess of the authorized number will be dismissed. If the total number of men should fall below 200 one medical officer will be dropped together with the chaplain. If the attendance at inspection falls below 150 the pay officer will be eliminated. The rank of this officer, if the strength of the militia is below 100, will be that of lieutenant. The resignation of Lieutenant Commander A. J. Capron, who has served as paymaster in the past, was accepted yesterday.

Pioneer Miner Finds Real Gold Nuggets

John Mulcare of Grant County Makes New Discovery and Friends Are Surprised.

Baker, Or., Feb. 27.—John Mulcare, a pioneer miner of Grant county, has the habit of showing up every once in a while with a valuable nugget extracted from one of his numerous claims in the vicinity of Canyon City, and when he arrives in town with a pocket full of gold little is thought of it. He has been doing better than usual the past two weeks, however, for on each occasion of his visit to Canyon he has exhibited nuggets worth approximately \$200. He came in yesterday with another lump of almost pure quartz to hold it together, and says he knows where there are plenty more. "Johnny" Mulcare, as he is known, has been a prospector in Grant county for many years, and his friends suspect that now that he has discovered the real thing and that, as he says, he can come to town as often as he pleases, with enough of the precious metal in his pockets to pay all expenses and have a little left to deposit in the Canyon city bank.

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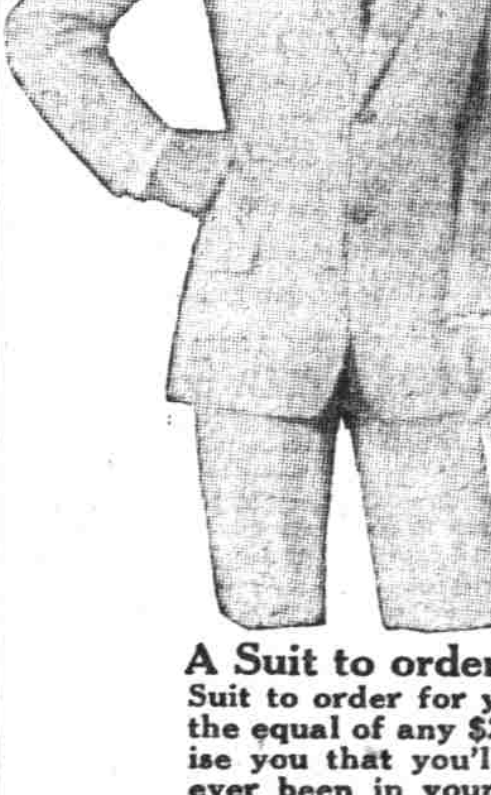
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made to your order

\$20

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NO TRANSATLANTIC STEAMER HAS LEFT ENGLAND FOR A WEEK

Not Due to Blockade, But to Strike of Coal Handlers in British Ports.

PASSENGERS IMPATIENT

Management of Various Lines Announce They Hope Sailings Can Be Resumed Early This Week.

(By the International News Service.)

London, Feb. 27.—For the first time in many years a whole week has passed without any trans-Atlantic mail or passenger steamer sailing from the British isles.

This circumstance, according to one steamship official, has no connection with the so-called German blockade, but is caused by the labor troubles which so far have prevented the sailing of the ships lying at Liverpool, which should have departed for America and Canada during the past week. It is hoped, however, that matters will be arranged early in the coming week and that regular sailings will be resumed.

The list of the liners leaving England for New York sailed a week ago today. They were the New York of the American line and the Albatross sailing under the Cunard flag.

According to the schedule, the White Star liner Arabis should have sailed on last Wednesday, but is still at Liverpool. She has some 50 first class passengers booked who have been told to stand near for an early sailing. According to officials of the line, the American liner Philadelphia, which was due to depart today with a fairly large passenger list, has no coal in her bunkers and no date has been set for her sailing, although "early next week" is talked of hopefully.

The Cunarder Orduna, which also should have sailed today, will not leave until a week hence, while the Atlantic transport sailings have been postponed indefinitely.

"The passengers who are booked by these various lines are taking the situation philosophically. They realize that everything possible is being done to minimize their inconvenience."

ADMINISTRATOR SOUGHT

Baker, Or., Feb. 27.—According to the petition filed yesterday by Attorney F. H. Mitchell, representing the estate of the late Alton Long, asking for the appointment of his son Charles Long as administrator, the deceased left an estate of an estimated value of \$37,700. Mr. Long, who died last week at his ranch home near Haines, owned much property in that vicinity including several fine ranches.

In France there has been invented a flourless bread making machine, which transforms the whole meal into dough.

High Jinks Is Planned

If smoke envelopes the Portland hotel now Saturday night whiff its fragrance before turning in a fire alarm. The Oregon and Washington Division of the Travelers' Protective Association of America plans a "high jinks" that night and tobacco will be turned to the Goddess "Nicotine" in large and fragrant quantities. To keep things humming the best of vaudeville talent is being rounded up. All traveling men in the city are invited. Knights of the grip will find pleasant headquarters newly established by the association at 210 Morgan building, where commercial men will be welcomed at all times. President Paul C. Morton, and the local directors, F. B. Myers, Charles Ringler, E. L. Adams, Charles H. Hill, W. L. Grinnell and Eugene Farrel are in charge.

Rosenfeld Funeral.

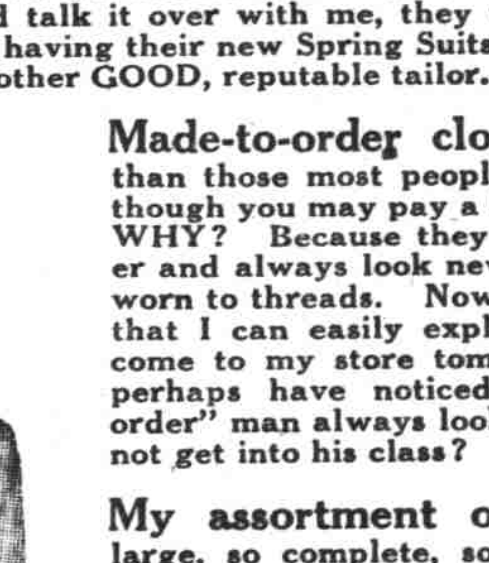
Funeral services of the late Sol Rosenfeld will be held this morning at his home, 221 Ford street, at 10 o'clock. Rabbi Jonah B. Wise of Temple Beth Israel will officiate. Interment will be in the cemetery of the city. A Feldenheimer, I. L. White, Edward Ehrman, Roscoe Nelson, Sol Hart and Gus Simon will be pallbearers."

All Women Admire Well Dressed Men

Dress Up for Easter in Made-to-Order Clothes. Why?

By RAY BARKHURST

If every man who reads this announcement would give a moment's thought to the clothes question, or, better still, come to my store tomorrow and talk it over with me, they would readily see the great advantage of having their new Spring Suits made to order, either BY ME or by some other GOOD, reputable tailor.



Made-to-order clothes are cheaper than those most people generally buy, even though you may pay a higher price in money. WHY? Because they fit better, wear longer and always look new, even though almost worn to threads. Now, this is an actual fact that I can easily explain to you when you come to my store tomorrow. You yourself perhaps have noticed that the "made to order" man always looks well dressed. Why not get into his class?

My assortment of woollens is so large, so complete, so varied that I really think, when you come tomorrow, you'll regret that you've never come here before. Serges, broadcloths, plaids, checks, stripes, plain grays—in fact, almost every conceivable pattern that the ingenuity of man can devise. Cloths of exclusive design, only one of their kind in town. All from the best looms of America and Europe. All shades, all weights.

made to your order

\$20

A Suit to order for \$20—just think of it! I will make a Suit to order for you as low as \$20, with good linings and trimmings, the equal of any \$25 or \$30 Suit that you can buy anywhere, and promise you that you'll be better pleased and more satisfied than you've ever been in your life. So allow me again to suggest, "be here tomorrow."

Ray Barkhurst
Portland's Leading Tailor
Cor. Sixth and Stark