

STREETCAR COMPANY SECURES A FRANCHISE TO CROSS STRUCTURE

Contract for Paving Approaches to Interstate Bridge Is Let.

The interstate bridge commission yesterday afternoon granted the Portland Railway, Light & Power company a franchise over the interstate bridge, which will link Portland to Vancouver.

In addition to paying tolls for passengers carried over the bridge, the street car company will pay to Multnomah and Clark counties one half of its net profits on its line from Columbia boulevard in Portland to Vancouver. Before the division of profits is made, the company will be allowed 6 per cent interest on the valuation of the physical property within the scope of the grant. It is estimated this will be 8 per cent on \$30,000 or \$40,000.

The street car company must give a service of at least one car every 30 minutes from 6 a. m. to 11:30 p. m.

The commission let the contract for paving the approaches to the bridge to the Warren Construction company in amounts that aggregate approximately \$22,346.

Tolls to be charged on the bridge, adopted by the commission some time ago amount to 5 cents for crossing in vehicles not operating a regular service, street car passengers 3 1/2 cents, other passengers 3 1/2 to 4 cents, according to the frequency of the service, one half ton trucks 10 cents, trucks over one ton 25 cents, trucks over two tons 50 cents, cars built to carry more than eight passengers 25 cents, automobiles with capacity of less than eight passengers 15 cents.

Mr. Sproule discussed the car situation at some length, asserting that, little relief, because the "home line" has fewer cars per mile of track than some other roads is no criterion as to its susceptibility to shortage. He said the density of traffic is what counts.

S. P. Well Equipped as Any.

So many cars carry so many tons of freight for so many miles. Measure the railroads by that criterion, he said, and the Southern Pacific is as well equipped as any. He urged the fullest possible use be made of the cars and that "dead time" be avoided.

Asked if relief from the present shortage could not be had by increasing the per diem rate charged for the

S. P. OFFICIAL PREDICTS RELIEF; GATEWAY TO BE THROWN OPEN, REPORT

(Continued From Page One.)

great many figures showing the car situation all over the west coast, pre-



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Pacific Coast Coal Co.
249 Washington St. Phone 229

pared by E. E. Mota, manager of the Pacific Demurrage bureau. This introduction and expansion of technical rules governing car detention by shippers and small connecting lines occupied practically the whole forenoon.

Promise to Open Gate.

Arrangements are now being worked out by the traffic managers of the various western railroads whereby the Portland gateway is to be thrown open for the unlimited distribution of products of the Willamette valley throughout the nation. Heretofore only two outlets have been available from Southern Pacific territory—one to the south through Sacramento and the other via the O-W, R. & N. to the east.

The statement was made yesterday afternoon by William Sproule, president of the Southern Pacific company, in testifying before the commission in connection with the car shortage investigation.

The announcement was made in answer to a question by J. N. Teal, counsel for the lumbermen, as to his opinion regarding the effect of such an unrestrained movement upon the car distribution system. Mr. Teal has previously asked Vice President and General Manager W. R. Scott the same question, but he had asserted the gateway proposition to be strictly a traffic matter with which he is unfamiliar.

Announcement Creates Sensation.

Mr. Sproule's announcement created a sensation in the roomful of lumber producers who have for years been fighting for the opening of the gateway that would allow lumber to be shipped over the northern lines and into territory that is now closed by high freight rates.

As far as this open gateway would affect car distribution, however, Mr. Sproule asserted that it would afford little relief, because the "home line" tries to load its cars on its own line first.

Mr. Sproule said it did not seem exactly fair to charge the Southern Pacific with the whole burden of the shortage when Oregon merchants gave large portions of their westbound business to the water lines but which kept west bound car loads from coming, but expected the Southern Pacific to provide unlimited empties for handling the products of Oregon to the east.

Oregon never looked so prosperous in all the time he has known the state as now, the president said. It is beginning to feel the energy that has stirred other states and he felt that Oregon is now on the eve of greater and better things.

Box Company Man Bitter.

Charles McGowan of the Ewauna Box company, Klamath Falls, read an argument of the Southern Pacific for what he declared its failure to supply the mill with cars according to orders placed early in the year. He said his mill would have to close in a few days unless an average of 10 cars per day could be supplied him. He denied a statement made early in the day by General Manager Scott to the effect that his mill was the only one to refuse to cooperate in the emergency loading of cars on a recent occasion. He charged that his competitors in California were notifying his customers that they might as well cancel their orders because the Ewauna company could not deliver.

"That is about how it is working out," he commented grimly.

He explained that the company is under \$25,000 bond to deliver box shooks to one large fruit concern. The shooks are still in his warehouse, unable to be moved.

Discrimination Is Charged.

Mr. McGowan charged that the Klamath Manufacturing company whose capacity is only half that of the Ewauna plant, has been receiving practically as many cars as the Ewauna. This opened up the subject of how cars are apportioned—whether according to actual orders placed by the mill or according to the railroad's own estimate of the requirements. It was pointed out that the railroad company distributes cars pro rata according to orders, though the superintendent in charge in general what the mills really do require.

Official's Figures Questioned.

J. H. Uyer, assistant general manager of the Southern Pacific, took the stand to present facts and figures regarding car loadings which had been previously referred to by Mr. Scott and Mr. Sproule. Mr. Teal questioned his estimate that 8000 more carloads of lumber were loaded on the Portland division during three months of 1916 than 1915, asserting that this did not check with the figures of the lumbermen. He asserted, however, that his figures were taken from the station reports and were correct.

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Extension Courses Cover a Wide Field

All But Five of Courses at Reed College Will Be Free, and Small Charge Is Made for the Latter.

Twenty-five extension courses, covering a wide range of subjects, will be given this year at the Reed college. All but five of them will be absolutely free. The small charge to be for the five courses is made only to cover the actual expenses.

The courses are being given at the request of many people and organizations throughout the city and are entirely new. Many of them will be given in conjunction with clubs and societies in Portland. Most of the courses will be given at the Central library, East Portland branch library, North Portland branch library and Reed college.

Dr. George Herbert Palmer of Harvard university, Dr. Ernest H. Lindley of Indiana university, Dr. Percival Lowell of the Massachusetts Institute of Technology, Dr. Charles F. Dole of Boston and Dr. Joseph K. Hart, recently of the University of Washington, besides the faculty members of the college, will lecture at these courses.

"Modern English Prose Writers," by President W. T. Foster, will be the first course and will be at the North Portland library, Tuesdays, beginning October 3. A schedule has been arranged which will be announced in later issues.

WOULD HUGHES HAVE PREFERRED BLOODSHED, ASKS VICTOR MURDOCK

Kansas Editor Upholds President Wilson's Course in Averting Railroad Strike.

New York, Sept. 21.—Victor Murdock, editor of the Wichita, Kansas, Eagle, and a pioneer of the progressive movement in the west, has declared unqualifiedly in favor of President Wilson's course in averting a nation-wide railroad strike. Referring to Candidate Hughes' opposition to the eight hour bill and his insistence that arbitration should have been compelled, Mr. Murdock's newspaper says in part:

"But Mr. Hughes, like the Republican newspapers, failed to point out how this could have been done. The railroad men took the position that that eight hour day was not arbitrable. They refused flatly to arbitrate. Under the circumstances, then, unless the eight hour day was granted, a strike would have been inevitable.

"Would Mr. Hughes have preferred a strike, with its inevitable burnings

and disorder, its bloodshed and prostration of industry, its stirring of class hatreds and suffering of millions of people, to the settlement that Mr. Wilson effected, for the strike of 1914 gives a faint idea of what might have been expected in 1916 if the president, following Mr. Cleveland's precedent, had attempted to settle it by force.

"The great mass of people will undoubtedly feel that Mr. Wilson was wiser in his generation than Mr. Cleveland or than Mr. Hughes. The Adamson bill does not effect a permanent settlement. Further measures are necessary and should be adopted, as the president has recommended.

"As to the 'surrender' of the president to the demand for an eight hour day, progress demanded that measure of social justice four years ago

and it certainly will become any one who supported that platform to rail at the president for helping to secure for the railroad men a measure so manifestly just."

Killed by Train on Tracks at Linnton

Aged Man, Walking With Wife and Child, Is Hurled Through Cattle Guard and Into Deep Gully.

John Smith, 65 years old, was struck and instantly killed by a delayed steamer train at 6:30 last night, as he was crossing the tracks of the S. P. & S. at Linnton with his wife and one of their children.

Smith, who had been employed for the past few months as a helper at the West Oregon Lumber company at Linnton, had quit work at 6 o'clock and departed for his home, located across the tracks. About 6:30, in the company of his wife and child, with whom he was walking hand in hand, he returned, presumably to get some wood, when he was struck by the train. None of the others was injured. He was knocked a distance of 20 feet, his body crashing through a cattle guard and down into a gully. Almost every bone in his body was broken.

Deputy Coroner Smith has arranged for an inquest tomorrow night at the public morgue.

Fifteen Dollars

YOU can do a mighty lot of good for yourself with that sum in my Department for Men and Young Men.

—You can buy, for instance, a suit or an overcoat that excels in fabric, style and service anything sold at the price.

—Full-weight fabrics in Fall colorings—and a style to suit your own wishes.

—You must see these garments; they're made to my especial order, and I guarantee each one to give you a service that satisfies.

Entire Third Floor—Elevator

Ben Selling Morrison at Fourth

Sees Prosperity Coming.

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Fashion's Fickle Fancies

Undoubtedly you have studied the styles in display windows, maybe you have tried on a few models, "just to see how they look," but have you had the pleasure of going through an entire and complete stock of Fall's prettiest things? That is what we want you to do—come into the store—let our salespeople show you around, and familiarize yourself with all the oddities and novelties "Dame Fashion" decrees for this season. If it is a suit you desire, surely we have it for you — maybe it will be priced at \$25.00 — and should your taste soar higher, we have the most exclusive models one could wish for.

Great Comfy Coats

Velours and plush lead for dressy wear—some elaborately trimmed in fur, others quite plain. Then there are fine warm mixtures and solid colors, with the full flaring lines and deep collars and cuffs. There is a world of style in these Coats —our customers tell us we have the finest line in the city.

Pretty Tweed Styles at \$13.50

Millinery

Chic little models with deep veils are smart for tailored wear, but great velvet shapes lead in popularity. Our special \$5.00 Hats are really remarkable at the price.

Style Show

At the **Columbia Theatre TONIGHT**

Our living models will display several handsome coats; one, especially striking is a leather-colored wool suede, trimmed in collar, bands and buttons of seal; it is full lined in warm brown silk. Another is a mauve Bolivia cloth, with cuffs and collar of mink. Then there are the fluffiest of party frocks, and other very attractive garments shown. If anything particularly appeals to you in the display, come into the store and try it on—the garments are even prettier at close range.

Eastern Outfitting Co.

Washington Street at Tenth

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Walla Walla, Wash., Sept. 21.—Nearly a million dollars more is on deposit in the banks of Walla Walla now than ever before, according to the statements made by local financial institutions in response to the comptroller's call. The local banks have on deposit \$5,799,054.49. The previous high mark was in September, 1914, when the deposits totaled \$4,825,000. The statements were issued for the close of business September 12 and had the call been two weeks later, the deposits would have been well over \$6,000,000.

General prosperity and the sale of wheat at high prices are the causes ascribed for the condition of the banks.

Drops Dead From Truck.

Walla Walla, Wash., Sept. 21.—Harold Kinney, 23 years old, dropped dead from his seat on an auto truck yesterday, while hauling a load of meat from the Walla Walla Meat & Cold Storage plant here, to Milton.

His death makes the second engineer in two months who has fallen dead while at work for this company.

Gored by His Prize Bull.

Modesto, Cal., Sept. 21.—(U. P.)—B. F. Anderson, one of the best known stockmen in Stanislaus county, was fatally injured at the fair grounds this afternoon when he was gored by one of his prize winning bulls.

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