## **FOR BETTER STREETS**

Taxpayers' League Considers the Question.

ADVOCATES CHANGE OF METHOD

sent System Entirely Inadequate to the Needs of Portland-Experience of Other Cities.

The Taxpayers' League of Portland is becoming deeply interested in the present policy of improving and maintaining the street pavements of the city, and the matisfactory results of the system hich has been, and is now, in vogue, impressed them with the necessity of a radical change. An effort will there-fore be made to have the laws regu-lating these matters so amended as to make Portland, in this respect, the equal of the best governed cities of the coun-try. With this purpose in view, the Taxpayers' League some time ago asked City Engineer William B. Chase to furnish them with statistics and general information showing the methods adopted by the most progressive cities in the United States, together with such suggestions as practical application and subsequent

experience may have made pertinent. In acquiring this information, Mr. Chase wrote to the City Engineers of over 100 cities having a population of not less than questing detailed data on the sub-street improvements. He reseived answers from % cities, which were alar form, before being submitted to the

Taxpayers' League.
"Fou will notice," says Engineer Chase,
inshis report to the League, "that in some
of the Bastern, and in nearly all of the New England, cities, the city govern-ments have entire control over the paving of the streets, and that the property-, while they can petition and rec-d the kind of pavement they would prefer, and while their wishes are no doubt generally considered, have legally no voice in the matter; as all such im-prevements are ordered by the Common Councils and paid for out of the general funds. In most of the others, especially the newer cities, the pavements are constructed in accordance with petitions of property-owners, and the costs as-med to the abutting property-very silar to the provisions of our own city

"As to the maintenance of the street pevements, the great majority of the cities keep the pavements in repair out of the general funds, until they are worn out and new ones are required, which new pavements are then assessed to the abutting property. This seems to be a fair and equitable plan, for, while it is undoubtedly just that the owners should improve and pave the streets in front of ir respective properties (they receiving the most direct and immediate benefit of such improvements), the citizens at are constantly using the eirests and wearing out the pavements, should, by general taxation, maintain them and keep them in repair. But while considering this subject, we must inct lose sight of the fact that any additional burden imposed upon the general fund will result in increased taxation."

ague committee on streets, after isideration of the information led by the City Engineer, has submitted the following report which con-tains its recommendations and a digest tains its recommends of the collected data: Courses of Procedure.

"Under the present charter of the City of Portland, there are two courses of procedure that may be followed for the improvement of streets: "The first, and the one under which

most of our streets are improved, is by petition to the Common Council of the wher or owners of a majority of the adjacent property.
'The second is by the Common Coun-

cil direct, without petition, whenever the public interest or convenience may require it, but a majority of the abutting property may object to such improvement by the Common Council, and such monstrance is a bar to further pro-sedings for a period of six months (Section 129, Charter). However, whenever any street becomes impassable, unsafe or dangerous, the Council may, by resolucause the improvement of such street to be made and no rem shall be heard thereto (Section 158, Char-

Under both methods of improthe cost of the improvement is assessed on the abutting property, except in ceron the abutting property, except in cer-tain cases where 50 per cent of the cost of elevated roadways and bridges is borne by all the property liable for the cost of the street improvement (Section 188, iast paragraph, Charter). In no case does the city bear any part of the cost of the improvement of the street, except where it owns property abutting the im-'All repairs to streets are assessed or

the adjacent property, but temporary re-pairs may be made under the direction of the Board of Public Works, and paid out of the fund raised for the re-By comparing the valuable statistics

stached hereto, collected by Mr. Chase, City Engineer, from 79 cities in the United States, of like or larger population than Portland, it will be seen that our methods of initiating street improvements are largely those of most cities of the Mid-West, while most of the Eastern cities determine, without petition, the necessity of a street improvement and the kind of pavement to be laid. However, as a general rule, where the abut-ting property is assessed for improvements, the street is improved on petition; whereas, where the city at large bears the cost of the improvement, the kind and manner of the improvement is decided by the Council or Board of Pub-

Cleveland, Cincinnati, Columbus, O.; Detroit, Dubuque, Duluth, Erie, Harrisburg, Indianapolis, Kansas City, Knoxville, Milwaukee, Minneapolis, Peorla, Pitts-burg, Pueblo, Quincy, Iti,; Rochester, Sag-inaw, Scranton, Spokane, St. Joseph, Syracuse and Buffalo, petitions are received and, in the main, the cost is borne by the abutting property. However, in many of the above-named cities the cost of intersections of streets as paid for by the city, and in some cases a certain small percentage of the entire cost olty at large

"On the other hand, in Cambridge Mass.; Charleston, S. C.; Elmira, Fal Elmira, Fall River, Fort Wayne, Galveston, Holyoke Mass.; Houston, Lowell, Mass.; New Bed-ford, New Haven, Providence, R. I.; Portland, Me.; Reading, Sommerville, Mass.; Springfield, Mass.; Waterbury, Conn., and Wilmington, Del., the entire cost of a street improvement is borne by the city, and, though petitions of the property owners may be presented, in most cases the city authorities determine the necessity and kind of improvement.

"In the matter of street repairs, an examination of the statistics shows that only three cities, namely, Syracuse, N. Y.; Springfield, O., and Portland, Or., require the abutting property to keep the street in repair, and that in the other % cities the city at large cares for the repairs: in some cases, forever; in other cases for a specified time, or for the life of the pavement or until a new pavement is

against the obsolete policy pursued in Portland, of having the abutting property pay for the repair of a street, simply emphasizes the fact, patent to any one

on every street in Portland, of a street, and rapidly going to piec s for want of a little daily care and attention. 'A state,' in time saves nine' is as true of a street as of anything else, and, until we arrive at some method of constant repair, we can keep on improving streets till dooms day, and yet never have a dozen well-improved streets in the city at one time. True, under section 13 of the charger, the Council may authorize the repair of a street and access the cost of the repair on the abutting property, but fancy the storm of abuse the Council would raise should it, at its next session, exerciasuch authority and order all the streets needing repair put in order at the expense of the abutting property? The cry raised now against the vehicle tax and blanket license, compared to the howl such an order would cause, is like a Summer zephyr compared to the hurri-cane at Galveston. The average propertyholder feels that he has done his duty at his own expense, he provide

the street for every one to use, Where Charter Is Weak. "In a feeble fashion, the present char-ter aims to have the city care for the repair of streets, and for that purpose sets aside one-fourth of a mill out of the 8-mill levy. On the present levy of \$27,000,000, this amounts to the magnit-cent sum of \$6750. There are 200 miles of streets in Portland, of which nearly eight miles are elevated roadways and bridges, requiring constant care and expense, and it needs but little reflection to see how utterly inadequate a one-fourth of a mili levy is to provide the means for the re-pair of our streets. The county last year levied a 2-mill road tax, and by this means raised about \$53,000 to expend on the county roads. Of this, \$3,000 was contributed by the City of Portland, of which a small portlon was expended on the county roads within the city limits. Think of the incongruity! The people of Portland gave the County Commissioners \$54,000 to expend on the improvement and repair of 400 miles of county roads throughout Multnomah County, and reserved for themselves the munificent sum of \$6750 to keep in repair the 200 mlles of streets within the city limits, over which daily there is more travel than there is over the county roads in a year the citizen who is siming to cut fown expenses by lopping off a few hu dred dollars from the salaries of our city officials, there is much food for reflection in the above stated facts. And, while digesting these facts, he might also consider that, on the recommendation of the majority of the School Board, the taxpayers of this district voted last January a special levy of 4.8 mills for school pur-poses, in addition to the regular levy of 5 mills, whereas an 8-mill levy, together with what revenue may be obtained from ilcenses, has to cover all the cost of maintaining the city government, including fire and police protection, lighting the city, and interest on past extravagances. "Without doubt, the city should have maintenance of streets, in order to give safety, and not such as are a disgrace to a country village, and that to every stranger who visits us are an advertisement of our slothfulness and want of civic pride. At present, a street is im-proved, and at once all the heavy travel of the city seeks it, until beford long, not being kept in repair, the street falls into a worse condition of decay and rottenness than it was before the improve-ment was made. The public-spirited citizen who has urged his neighbors to join in the improvement becomes dismayed at the short life of his street, and at the size of the levy on his property for the street improvement and, disheartened, falls back into the great army of kickers who vent their spleen on the con-tractors and city officials, 'who cannot build better streets,' forgetting that a few dollars spent in constant repair would have kept his street in good condition

for 20 years or more. Natural Advantages.

"Nature has given Portland every ad vantage in the way of a city, a healthy site, beautiful surroundings, ample ma-terials for street building, and a climate that will grow every kind of shade tree, but to drive a stranger about to view these advantages and the bandsome homes and lawns that adorn the city, is to thump every bit of admiration out of him, and to send him away with the conviction, thoroughly hammered into his paved city in the Union. Instead of taking advantage of natural conditions, our laws seem to have been framed with a view to preventing and discouraging the making of good streets, or of maintaining them after they are made.

"Another cause of damage is the constant tearing up of an improved street to lay an underground wire, or to make a sewer, or gas, or water pipe connection. This work should be entirely under the charge of the City Engineer, whose duty it should be to see that the street is put back in its original condition. At present, a plumber gets a permit to dig up a street to make some connection, and when through, throws back the dirt in almost any fashion, so that humps and depressions in the streets mark the course

of residential improvements. "To conclude, your committee, believing that economy on the streets is the dearest extravagance in the end, and, starting with the premise that the whole secreof good streets is in the foundation and constant repair afterwards, have the fol-lowing recommendations to make, viz.: "First-Allow the adjacent property to present, but give to the Council or Board of Public Works the power to decide on the manner and kind of street to be laid. Do not allow a street improvement to amount to practically nothing, just betheir peculiar ideas as to the kind and manner of laying it. In Minneapolis, on all business streets, the city decides on the kind of pavement, and even though the petitioners might ask for it, the city would never allow a brick pavement to be laid on a business street without a solid foundation, as has been done here recently on Stark street.

"Second-Provide that the city keep the street in repair for a certain length of time after an improvement is accepted. say for the life of the pavement, the life of the pavement to be considered to be as long as the annual cost of repair not exceed the interest on the cost of a new street. For example, say it costs \$5000 to build a macadam street; then, so long as the annual cost of repair does not exceed 6 per cent on \$5000 (or \$300)), let the city pay for the repair. After the life of the pavement, so determined, is ended, let the abutting property pay for a new street. A macadam street, so repaired, would last b) years before the abutting property would be

"Third-Provide a fund for repairs sufficient to do the work properly by a direct levy of 1 mill on all the property in the city, aided by a tax on vehicles, when

Fourth-Require a good concrete foundation to be laid under all brick, asphalt, wooden or Belgian block pavements. We do not recommend, but it might be well, also to consider the justice of having the city pay for all intersections. and a certain proportion of the cost of each street improvement, especially where such improvements include elevated roadways and bridges, or fills for such road-ways and bridges. In very many Eastern

cities this policy is adopted. "Your committee urge on the members of the league a careful consideration of the matters here touched upon, and ask their co-operation in obtaining reme-dial legislation next Winter on the lines laid down in this report."

QUESTION FOR THE COURTS. Protest Against Method of Street Assessment.

The present method of assessing lots that the abutting property does not, and for street improvements may be contest-will not, keep a street in repair. Conse-ed in the courts. At a recent meeting quently, we have the symmetre us of the committee on streets, the owners

of property abutting an East Side street to im, rove which a petition had been tiled, protested that the present metho was inequitable and unfair. Their writ ten project, which was submitted more as a remonstrance, without the requ number of names to become effective, did not set forth the reasons of their opposition, but it was learned from the counsel that the method was considere

generally unjust. Street improvements, except at inter sections, are paid for by abutting prop-erty-owners. A lot with a 50-foot front-age is charged with the improvement of half the street along the entire front of the lot. Intersections are paid for by lots lying in the four quarter blocks touching the intersection. As lots are laid off in Portland—50 feet wide and 100 feet long—there would be two lots in a quarter block. The lot forming the corner of the block pays five-ninths of the im-provement of that quarter of the intersection next to it, and the other lot pays four-ninths. If improvements are made through land not laid out into lots a system of assessing the cost is adopted that requires the property-owners for 100 feet from the street line to bear the cost.

It will be observed from the foregoin that lots fronting a street must pay the full cost of improving half abutting. Suppose the route of the street runs for a distance over comparatively even ground, the surface of which is taken as the street level. The sligh cost of grading would be the extent of abutting property-owners' liability. Then suppose the street passed over a sharp sour or ridge, which the City Engineer decided would have to be out heavily. The principal cost of improving this entire street would be the excavating work in the cut, and the abutting lot-owners would have to pay for all the excavating work done in front of their property. Thus the owners on this ridge would have to bear the principal cost of improving the entire street. A deep cut in the ridge might be essential to the value of the street. The street might be opened for the purpose of tapping a district bethe street unless it was properly im proved the full length. Property-owners might feel that their lots were considerably enhanced in value by this in creased traffic, perhaps more so than by the mere opening of a street for egress and ingress to such lots. The ridge lotowners would have to bear the burden of the improvement and their property receive the same benefit as other lots along

the street.

If the course of the street crossed a deep gulch, instead of a ridge, the same disproportion of expense would fall upon lots in the gulch. Bots down in the bottom of Marquam Gulch would have to stand the cost of erecting the high trestic abutting. This rule prevails in the erec-tion of elevated roadways unless they are over five blocks in lengths. Then 50 per cent may be assessed to all the property-owners liable for the improvement along the street, the remaining 50 per cent being charged to the abutting property. The general advantage to all property-owners along the street of having the street opened clear through is as great in the case of spanning a gulch as

where the street crosses a ridge.

Owing to the temporary character of elevated roadways, as heretofore built, the heavy burden thrown upon abutting property-owners and the usual low value of land abutting such improvements, the city has adopted the policy of keeping in repair the substructure of some o these trestles and holding abutting pro erty-owners liable for keeping the ing. This is after it is constructed in the first instance. Often a trestle span-ning a guich is the only crossing for a distance thereabout, and is used by a large number of persons that would cross structed there. It is partly in recognition of this public use, and also that im-provements may not result in practica

confiscation of guich property, that the city shares the expense. The East Portland men base their charge of injustice on these facts. They believe the total expense of improving a street should be summed up, and ther be equally proportioned among all property-owners affected. This would make the man holding a lot on a ridge or in a gulch liable for no greater sum ac-cording to his frontage than other prop-

erty-owners.

Against this is advanced the argument that r'dge or gulch lots are purchased cheaper than the lots located on level ground, and that the reduced price is in consideration of these inequalities But the answer is that the reduced purchase price is in consideration of the less desirability of the lots. People do not care to build in a guich where a suitable elevation can be had without filling, and figure on filling up to a reasonable level before building thereon. These costs re-main for the prespective builder after he has been assessed for street improve-ments. The East Side owners objecting insist that the natural undesirability of property fully accounts for its lesser market value, and that heavier charges for street improvements are doubly wrong in burdening lower valued propwith greater taxes than are borne by the higher.

There is another feature in the meth od of procedure for having streets impoved, or remonstrating against it, that received considerable attention and may get into the courts, although not involved in the above question. By the present ordinance there are lots assessed for street improvements that cannot remonstrate. In stating who can petition for an improvement the ordinance speci-fies that one-half of the property for a distance of 10) feet from the street line can sign the petition. In stating who can remonstrate, the privilege is given only to abutting property-owners. When lots 57x100 feet are la'd out in a block at each corner, there must be one lot lengthwise of one of the intersecting streets. This places the next lot lying parallel to the one mentioned within 100 feet of that street, and subject to the charges of improvement, but as this lot does not abut on the street being improved, it cannot remonstrate, Several times lawyers have expressed the pur-pose of taking the matter into court, but so far have not done it.

AMERICANS INVADE ENGLAND This Season the Number of Tourist

Brenks All Previous Records.

London Daily News, The exodus of homeward-bound Americans has commenced, and during the next few weeks thousands of our transatlan-tic visitors will be crowding the liners for New York and Boston. All the steamers for October are "booked up." The American invasion of London has this year established a new record. A careful analysis of passenger lists of the various Atlantic companies shows that since the beginning of the year more than 80,000 visitors from the United States have reached this city.

This Summer the middle-class tourist with whom a trip to Europe happens but once in a lifetime, has been in constant evidence. Thousands of visitors of this variety have been with us all the Summer, and Bloomsbury landladies who, with a bright eye for business have called their places "Brooklyn," "Harlem" and "Penobscot," "just to make the dear Americans feel at home," have had a great season.

point of view of general trade, they have been a great success, and have not only kept the West End going but have contributed largely to going, but have contributed largely to the prosperity of the show towns of England.

Argentina Outside the Pale. New York Press.

The Argentine Republic is without the pale of international law, There are no Argentine neutrality laws, though the question of the advisability on the part of the Argentine Congress of enacting such laws has been agitated. Since 1870

## DENOUNCED THE CRIMPS

EVENING SERMON BY DR. EDGAR P. BILL

Rev. Harvey K. Hines Prenches is Westminster Presbyterian Church.

There was a large audience at the First Presbyterian Church last night, and more than one stopped to shake the hand of pastor, Dr. Edgar P. Hill, and exhe said in condemnation of the boarding-house abuses which have stamped this port among the worst in the world. ceding Dr. Hill's remarks Professor Coursen played as an offertory the Pli-grims' Chorus, from "Tannhauser," to which the congregation listened with rapt ply as possible the method of operation by which the boarding-house keeper is able to get sallors from ships and to compel captains to pay exorbitant sums

for new crews.
"A captain about to sail is not allowed." to engage his own men," said he. "He must get them from the crimp. He protests that some of the men are no sallors. The crimp says, 'All or nothing.' He protests that it is outrageous to ask him to pay \$70 for every man. 'That is our price. You will pay it or not leave

"The captain is intimidated and unless he holds up his hands and allows the crimps to rifle his pockets some petty charge is trumped up and his ship tied up at an expense to his owner of \$200 a

"All this is injuring almost beyond computation this port. Owners of vessels fight shy of us. Captains avoid us as they would a place frequented by brigands. The sum of \$1500 charged for a crew, when added to the cost of carrying a cargo, handicaps our shippers. The farmer must suffer. The city must feel the effect in every line of trade.

"I have seen but one argument in de fense of the system. It is said that the crimps are fine-looking men and always keep their word. Well, if a man should go through your house tonight, make off with your watch and pocket-book, would it soften your indignation if someone should tell you tomorrow that your bur-glar wore silk hose and shaved thrice week? And as to the matter of these men keeping their word, suppose a mai were to send you a note stating that tomorrow at noon he intended to knock yo down; would it make you more comfortable to be told that your correspondent

was a man of his word?
"How is it that such a condition of affairs can be maintained in a city like ours? There seem to be three reasons In the first place, the shippers have not stood together and fought the evil. One man who insists on standing aloof from the rest can seriously endanger any pro-posed remedy. Politics has had much to do in protecting this evil. Politicians have felt that the boarding-house keep-ers controlled a goodly number of votes, and they have hesitated to arouse any antagonism in that quarter.

"Again, there are a few men in this ommunity who have very remarkable riews in regard to what constitutes true prosperity. Just now they seem to be in the ascendancy. They have argued our city officials into the belief that in order to have a prosperous city it is necessary to encourage the bunco men and the slot machine. When great ships come sailing toward our port they connive at the crime of a gang of crimps holding up the ships, intimidating the captains putting every possible obstacle in their way and sending them off swearing they will never return.

"My friends, we need a toning up of sentiment in this community. Good men should stand together in thes matters. Those in authority should be made to understand that they have been elected to office that crime may be pun-ished and not winked at. Some of the business men need to look over the pages of a primer on political economy and learn that integrity, not saloons; in telligense, not bawdy-houses; commerce not crimps, are the factors which make a city rich and strong and endurin

FAMILY-IN HEAVEN AND EARTH."

sermon by Rev. H. K. Hines in West minster Presbyterian Church.

At Westminster Presbyterian Church East Tenth and East Weidler streets Rev. H. K. Hines, D. D., the well-known ploneer Methodist preacher, occupied the pulpit morning and evening. Rev. H. S. Templeton, the regular pastor, is absent at Brownsville, where he has been very Dr. Hines spoke with his old-tim vigor at the morning hour, and in his opening prayer referred touchingly to the death of a valued member, Mrs. Lock He spoke on the subject, Family-In Heaven and on the Earth, and his text was from Paul's letter to the Ephesians, ili:15, "Of whom the whole family in heaven and earth is named. He said in substance:

"The great lersons of the Bible are

conveyed not in direct but symbolic lan-guage. By symbol and illustrations great truths are presented. In the disciples we have the family illustrationshe disciples calling each other brother. Christ said of the child, 'You mu come as such or you cannot enter the kingdom of heaven. Again, he compares himself to the vine and speaks of the beaut; of the lily of the valley, like which Solomon in all his glory was no arrayed. So great truths were conveyed through simple means. Those to whom he spoke when they looked at a child, or a vine, or the hill of the valley, must remember the lesson. The family represents the highest type of earthly happiness and unity, and is symbolic of that heaven which we hope to reach and enholler than that of father and mother, so and daughter? With what tenacity we eling to the family name? We love to linger in memory over the past. Some people delight to search the family record to find some deed of glory on the field of honor, so they may feel that in their veins some of the blood of a heroic ancestry flows. When they find the record oming down to them unbroken, h stirs their hearts with pride, and they walk with a solid tread and more stately air. What family has not the vacant chair at the hearthstone? Some dear loving form missing from the home, called into the beyond to join the family of the blood-weshed. There is a tender halo about the family memories—the memory of a white-haired mother and father gone efore. So those who have left the family on earth have gone to make up the family circle in heaven. The aged, middie-aged, youth and children, have gone What can the earthly family be without the beauty of childhood? I cannot conceive of a heaven without childhood. We expect the aged to die. I am called to the funeral of an aged ploneer whom I have known since 1853 in this city. It is nat-ural that the aged should die. It is hard, indeed, to see that stalwart man, in the full vigor of his physical power, stricken down, or a woman in all her beauty, truth and worth, called away from a stricken family; and yet these go to make up the family above. There is a great brother-hood that rises even higher than church-es and all ecclesiasticism. Many years ago, Dr. Lindsley, a Presbyterian, stood in Taylor-Street Church and welcomed the Methodist conference to Portland, and he spoke of the great achievements of the Methodist church. Bishop James re-Methodist church. Bishop James re-sponded in eloquent words, and told of the great Presbyterian church and its work and expressed the hope that it would work out a higher destiny than ever be-fore. So no man is independent, but all

od, a symbol of the family in

PAUL'S CONCEPTION OF CHRIST. Prented by Rev. B. J. Hondley, at Taylor-Street Methodist Church. Rev. B. J. Hoadley, D. D., preached yes-terday morning at the Taylor-Street Methodist Church, from II Timothy i:l3: "For I know whom I have believed." An

outline of the sermon follows:
"Paul was sure of the divine nature in Jesus Christ. Because God is one with the Father, he can do nothing of him-self. Also he was sure of a human na-ture in Jesus Christ. Great is the mysof the human, either in man or in Redeemer! Personal oneness in Jesus Christ was a part of Paul's theology. This the one person possesses the divine and

"Paul was convinced of the reality of atonement in Jesus Christ. Not God on one side, and Jesus Christ on the other, but both on one side to win a lost world back to the right pathway. Blood at Marathon, blood at Tours, blood at Magna Charta, blood at Declaration, blood in emancipation, blood in expansion, and lood at Calvary!
"Paul's concept was of a victoriou

Chirst-in his resurrection, ascension and glorification-victorious in ability to convert man, for he who made him can remake him. When Paul was called upon to defend himself from wicked charges brought against him, his defense was found in his splendid conversion. At conversion all the old man dies, and all the new man is born. In giving, man con-verted the witness of the Spirit. The new life is endangered from its very magnitude; hence two voices-one to confirm the other.

"Paul saw hollness brought to saved nan by the triumphant Christ. The holy man lives all the beatitudes and keeps step to the music of love. There is no poem, from Chaucer to Tennyson, that can be named along with the paean of charity. A victorious Christ by the in-spiration of the Spirit. The voice of the inspired preacher thunders and whispers the eye weeps and flashes; in fine, the whole man thrills with a life-giving message Pulpit eloquence is the demand, then, of every hour, for the days of in-

spiration have not gone by. "Paul saw the Christ conquering the corld. When Dewey said. You may fire when ready, Gridley,' the world stepped forward 1000 years. Of course, the mis-sionaries have made the commotion in old China that is to awaken it now from the sleep of ages. He saw Christ victori-ous in the resurrection of his followers. Death, in Paul's concept, does not de stroy correllation and conservation.

"Paul saw heaven in his concept of the victorious Christ-heaven, a rest, not from work, but labor, whose curse is in its weariness; a rest, not of sleep, in being awake; a rest, not from the of music, but of rapturous song. Paul saw, in his concept, Jesus Christ, the Judge of all men; for mediatorial work is to end in the crackling fires of the last

day.
"Is Paul's Christ yours? Why should bimself the robes of man wind around himself the robes of ndifference, and tie them with the girdle of pride? Live under the shadows of the Almighty; live in eternity, the background of time; live rooted in divine relation ship; in fine, live in Jesus Christ; for while God is limited in Nature, he is unlimited in his Son, our Redeemer.

SOME PROGRESS.

Science Simply Proves the Existence of a Reasonable God.

PORTLAND, Or., Sept. 23 .- (To the Edicomplete change in our conception some things. This writer once heard a preacher, not a darky, either, declare that the earth was stationary; that the sun could not be more than a foot in diam-eter, and revolved round the earth; that the stars were holes in the floor of heaver through which came rays of light and glory, from the home of the saints. The astronomer comes back, however

from the depths of infinite space with a more reliable statement. He reports that the twinkling points of light which we see in the "Milky Way" are no less than suns, made small by the great distance from us, but nevertheless suns, which of them, with a thousand suns like ours. When he attempts to weigh the stars, he shovels into one end of the scale our earth and other heavenly bodies, in order to make equilibrium, as a farmer shovels is into a bushel. The rays which spuds into a bushel. reached us last evening from the polar star, he declares, started 46 years ago; that the light which will arrive from other orbs, within the next week or so, started when the Roman Empire was young. And, furthermore, the rays which left their distant home from still other heavenly bodies before Moses crossed the Red Sea have not yet accomplished half their way to earth; and if the heavens above us should now be blotted out, we would continue to receive some light for 1000 years to come.

In geology, we have likewise made a little progress. Enough has been made to show that the idea of creation being perfected in six days of 24 hours each is fading away; and much more the notion that it took place but six thousand years igo. The stones of which the Postoffice the wash of primeval seas: while the pebbles under our feet witness to the slow cyclic changes which have fitted up this earth for the home of man, requiring years by the million, instead of a few thousand. In fact, thinking men are coming soundly to the conclusion that our earth is the result of an evolution, requiring a roll of almost infinite time, rather than a sudden springing into istence, like Jupiter, full-grown, and fully

Is the faith of the intelligent man in an all-mighty, all-supervising God being shattered? By no means. The belief in an unbroken chain of cause and effect throughout all is growing constantly. science is disclosing as never before knowledge of this all-pervading, all-super vising One. Never were things appearing so harmonlous. Never before did the universe give such satisfactory manifestations of a reasonable God. C. E. CLINE.

Another Lincoln Story. San Francisco Argonaut The Rev. Mr. Alcott, of Elgin, Ill., one of Abraham Lincoln's Springfield ac-quaintances, tells of seeing him coming away from church unusually early one Sunday morning. "The sermon could no have been more than half way through," says Mr. Alcott. "His son Tad' was slung across his left arm, like a pair of saddle-bags, and Lincoln was striding along with long and deliberate steps toward his home. On one of the street corners he encountered a group of his fellow-townsmen. Lincoln anticipated the question which was about to be put by the group and, taking his figure of speech practices with which they were only too familiar, said: 'Gentlemen, I entered this colt. but he kicked around so I had to withdraw him."

His One Chance of Enjoyment. Pittsburg Dispatch. Belle-Did the minister kiss you? The bride (very pretty)-Of course. Have ou never seen his wife?

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## IN THE NEHALEM COUNTRY

PROSPERITY FOUND ALL ALONG

Dairy Business Flourishing-Settlers of Timber Country Pleased With Their Lot.

PITTSBURG, Or., Sept. &-(To the Editor.)—Before resuming the narrative about the trip through the Nehalem country, it may be well to note some matters of interest along the route already passed over. The story of the entire Willamette Valley applies to the northern portion of Tualatin Plains, viz., one-quarter of a crop of wheat and one-half to two-thirds of oats. Hay has been uniformly good and bursting barns afford the evidence, The contracts for the Government, ob-tained by citizens of Washington County have afforded a market for several thousand tons at good prices. Fruit crops generally are much better than last year; but little money is derived by farmers from this source, however, because so few have any considerable amount of fruit of any one kind. The creamery business is an industry

that is beginning to be established, so far with good results, with prospects brighter in the future. The one at Cen-terville has been in operation four years, and has a growing business. The Golden Crown Creamery, two miles north of Greenville, has 50 or more patrons, depending upon the season of the year, and the number of cows supplying milk at that place is not far from 300. Patrons as well as managers report conditions satisfactory, which augurs well for an in-creasing business; but precise information cannot be given except in two instances, because no pains have been taken to keep exact records. In one case a man with four average cows received during the month of July 38 45 cash and \$7.38 in butter, after reserving all the milk needed for a family of nine persons, six of them children, and 10 mill hands. Another farmer sends milk from 10 cows to the creamery, after reserving enough for family use, including the making of butter for a family of seven. For several months the average receipts have been 327 per month in cash, besides the return of skim milk, which is used in fattening hogs. In three months he fattened six which were sold in the Portland market for \$53,

The hop crop will, if present prospects continue, afford considerable income to all who have cared for their yards. By o'clock A. M. from every direction may be heard the rattle of wagons bearing to the yards a burden of young and middle-aged folks to engage in picking nops. In this part of the county the rule has been A. M. and stop at 8 o'clock P. M., with one hour at noon. Hitherto pickers have been permitted to begin work as early as they desired and work as late as they pleased. The new method, it is thought, will produce better results. In addition to the pickers employed from the neigh-borhood of the yards many come from of the yards, many come from the hill country north and west, at a distance of 10 to 40 miles, some carrying camp equipments with them, so as to make the most of the short season they may be employed. The funds thus earned stand the settlers in the timber regions in good stead and supply many needs.
Going northward from the Manning the Manning Postoffice, named after Mr. Manning, who built a saw mill here many years ago, up the west fork of Dairy Creek, the ascent of the foothills begins, and, after going between three and four miles, Bux-A grandson of the orton is reached. iginal Henry Buxton, before mentioned, lives here. This is a small hamlet, surrounded by heavy timber, and contains blacksmith-shop and a ery, established in March last. The manager reports conditions to be encourag- County, complain of a scarcity of cars.

ing. The country roundabout, while rough and wild in many respects, affords good pasturage, and to the extent that it is cultivated, yields good returns in root crops. Donald McPherson, born at Colville in the late '30s, has a home here also. As he with his family have gone to the Valley, he could not be interviewed. His father had charge of the Hudson's Bay Company business at Fort Colville for many years, and during that time kept diaries of his daily life, embodying the record of transactions. The writer obtained a hint of these records some time ago, and was hoping to get them, but upon consulting with Mr. Pherson a year ago, it was found they had been accidentally destroyed by fire, this most valuable historical data being forever lost.

Proceeding onward over the range to-ward Vernonia, a distance of 17 miles, all evidence of home-building disappears, save at intervals of from three to four miles. The timber is second growth red fir, with an occasional cedar, hemiock, maple and white fir, with heavy undergrowth of vine maple, hezel, sainl and Oregon grape, interminated with farns and wild blackberry vines. The timper as a rule is not large enough for lur ber, but would make good piling, as it would average from two to three feet in diameter, and is tall and straight. Descending the slope towards the head-waters of Nehalem River, the timber increases somewhat in size, but is mainly While but few hon are found along the route traveled, inquiry revealed the fact that the country was all settled, the houses being out of sight of the road, and that small lands were frequently found which were being cleared up and seeded. The further fact was brought out that a large proportion of these settlers were from the prairie states of the Middle West, and largely from Kansas. Frequently the writer took occasion to comment upon the change from a prairie to a timber country, and to inquire whether it had been satisfac-tory or otherwise. The response invariably was:

"We are satisfied. It is rough to be sure, and we have to work hard; we have somehing to show for our work

besides we have good health."
This sentiment was expressed by wom en as frequently as by men. Since the roads are rough and rarely improved. roads are rough and rarely improved, produce cannot be hauled to market; hence only that is raised to any extent which can be fed to stock, as that can be driven to a market. In the Winter time the roads are well nigh impassable for wagons. This compels all settlers to lay in a year's supply of staple articles at this season of the year. Nehalem River is first touched about three miles south of Vernonia. The river bottom is a rich alluvium, covered with a heavy growth of underbrush, maple, ash, white fir, cedar, and an occasional hemiock and yellow fir. A good deal of clearing has been done, and settlers' homes are re frequent,

At length Vernonia was reached. Two stores, one combination blacksmith and carpenter shop, carried on by an all-around mechanic, one church—Evangelical—with robably 50 unpainted houses-perhaps u half dozen exceptions-and a populat of probably 35 to 40 persons, is about all the village contains. When in the height of prosperity it had inhabitants to the number of 160, with a weekly newspaper-chiefly maintained by the in-come from publishing timber-claim notices and a number of other husiness places. At one time high hopes were entertained about Vernonia's future by all its citizens, as it was expected that a railroad would be built down the Valley so that there might be connection with the outside world; but since that event did not come to pass, hopes deferred have made many hearts so sick that they left for other parts. A former resident of Portland, T. J. Uhlman, with his family, are living here, and have a good home surrounded by all the comforts of life. GEORGE H. HIMES.

Wheat shippers of Harrington, Lincoln

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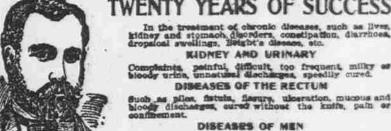
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