Owners of Land Grants Rather Lease Than Sell.

LARGE TRACTS THUS HELD OUT

Works Against Development of the State-Other Beasons Why Oregon Does Not Receive Full Measure of Increase.

Of Gregon's superficial area of 61,277,640 acres, about \$5,00,000 acres still belong to the Government domain and are open to settlement. This includes all the un-appropriated and unreserved land of the state. About one-third the area of the state has been appropriated, 20,500,000 acres. About 2,500,000 acres of this are in the land grant of the Oregon & California Railway, 1,00,000 acres in the grant to the Oregon Central Military Wagon Road Company, 500,000 acres in the grant to The Dalles Military Wagon Road Company, 500,000 acres in the grant to the Willamette Valley & Cascade Mountain Wagon Road Company, 150,000 acres in the grant to the Roseburg & Coos Bay Wagon Road Company, 3nd 55,000 acres to the Corvallis & Yaquina Bay Wagon Road Company, 3nd 55,000 acres to the Corvallis & Yaquina Bay Wagon Road Company, The Oregon & California Railway has disposed of about 500,000 acres of its grant, but scarcely 1 per cent of the grants to the military wagon road companies have been sold to private holders who use the land. These grants are now owned in San Francisco, except about 40,000 acres of the Yaquina Bay grant, and the owners prefer to keep the property rather than sell it to settlers. The increase in value that is steadily coming Railway, 1,100,000 acres in the grant to rather than sell it to settles. The in-crease in value that is steadily coming makes these properties exceedingly desi-rable investments at the terms on which the present holders obtained them. It is said that the 40,000 of the Yaquina Bay grant, which is owned by the men who ewn the Corvallia & Eastern Railroad, is practically on the market.

The grants that the wagon road com-panies got were made by the Federal Gov-ernment to the state for that purpose be-tween the years 1894 and 1883. They were limited to three sections of land for every mile of road built. No restrictions to speak of were placed on the grants, ex-cept that in the case of the Coos Bay road it was provided that the lands should be said at a price not exceeding 25 50 per he sold at a price not exceeding \$2 50 per acre and that not more than 100 acres should be sold to one person. This seemed to have in view the settlement of the country, but it so happens that most of that grant is valuable timber most of that grant is valuable timber land and hardly available for settlers. It is better suited to selling in large tracts for lumbermen to take the timber off and prepare the way for the tillers of the soil. The other grants, of which the timber area is relatively unimportant, carry no restrictions as to the size of tracts to be sold or the price to be paid.

The selection of the route for these The selection of the route for these military wagon roads having been largely left open to the builders, it followed that they were guided to some extent by the value of the land that would be granted them as compensation for the construc-tion of the roads. Therefore, it is to be assumed that they got the best land that remained unappropriated in the regions which the respective roads traversed. All

The grants that the wagon road com-

the grants fell more or less short of the ecreage that would have accrued to them if the country had been absolutely unsettled, for the settlers could not be dissed and there were no indemnity sections provided to make good any deficiencies through prior appropriation of the land. But mearly 6,000,000 acres of ex-cellent land in Oregon went to satisfy these grants and about one-third of this large area is held by San Francisco spec-ulators without any desire to sell to set-tiers. And the land that is thus practically out of the market is much above the average in value. Is this a reason why Oregon does not settle up faster?
The grant to the Willamette Valley & Cascade Mountain Wagon Road Company

is now owned by Charles Altschul, of San Francisco. Since Colonel Mitchell took the management of the property some-thing like a systematic arrangement of siness has been made, every tract has been appraised and terms of sale are tary wagon roads that charges toll, and it charges for the stretch over the mountains southeast of Albany, on the theory that tolls are not forbidden by law, and there is as much reason for charging tolls on these roads as for land-grant railroads charge for freight or passengers. This road extends from Albany to Ontario, a distance of 487 miles. While a willingness to sell the land of this grant is pro-fessed, the price is said to be too high, and as a matter of fact few sales are made, only about 11,000 acres having been disposed of since the grant was made. The favorite way of making the property produce revenue is to lease the land, and there is special activity in this directon. The plan is to lease tracts at such rental as may be agreed upon for three-year terms. The lessee is required to fence the tract as payment for the first year, thus making the land more valuable for himself and the owner. Subsequent paynents are made in cash. This arrange-nent gives large tracts over to the use of and does not encourage settle-

their own homes and live by tilling the

WHY SETTLERS SHY their own homes and live by tilling the soil.

The other land grants of the military roads offer even less attraction to settlers, to people who want to own their own homes. Indeed, in at least one case it is frankly admitted that the stockmen of the region in which the grant is located do not want settlers to take up the country and restrict the grazing area. Leasing for grazing is much resorted to. It is admitted that much of the land can be brought under cuitivation through irrigation, which is practicable even for small farmers. Of the large grant to the Oregon Central Military Wagon Road Company not more than 10,000 acres have been sold to settlers and the owner has no desire to sell. Upon application, however, it quotes prices from it 50 to 110 per acre. These lands lie chiefly in Klamath, Lake. These lands lie chiefly in Klamath, Lake. Harney and Maiheur Counties. The road extends from Eugene to the castern boun-dary of the state, near Jordan Valley

postoffice:

The Dalles wagon road grant was transferred to the Eastern Oregon Land Company, which is owned chiefly by Mrs. Eleanor Martin, of San Francisco. Of its acreage about 125,000 acres are rated as good farming land, 80,000 of which are in Sherman County. Much of this land is leased to farmers, and the annual rental is taken in wheat. But no settlers are invited to buy homes of the company on terms that are acceptable to the settlers. vited to buy homes of the company on terms that are acceptable to the settlers. The Oregon & California grant is on the market, and considerable sales are being made. But the choicest parts of Western Oregon had been taken before this grant applied and there is little open land remaining unsold of this grant. Most of it is covered with timber and is very rough. This makes it more desirable in large tracts and detracts from its value to settlers coming into the country.

Among the reasons why settlers do not

Among the reasons why settlers do not flock to Oregon as they do to some other parts of the county the attitude of the land-grant owners is given, particularly of the military wagon road grants. Another reason is said to be the low assessments of property and the very high rate of taxes. To say that the tax rate is 4 per cent frightens Hauterners accustomed. per cent frightens Easterners accustomed to 2 per cent or less, and they steer clear of such taxation, explanations being un-availing. Another reason given is that Oregon has not the railroad interests en-listed in its behalf that California and Washington have. Washington has two transcontinental lines booming it all the time, and everywhere one goes in the East the people know something of the wonders of that state. Oregon is not thus advertised. Still the question of getting cheap land suitable to small farming is regarded as of the greatest importance, and the landlord system of developing immense estates is not viewed with favor either by those who want a change to build themselves homes or by those who already own homes.

THINKS CANAL BILL WILL PASS Senator Turner on Nicaragua Water-

way-Not For Ship Subaidy Measure. WASHINGTON, Nov. 30 .- Senator Turner, of Washington, who is a member of the committee on inter-oceanic canals, which has the Nicaragua Canal bill in charge, expresses the belief that that bill will pass at the present session. He has not yet had a conference with the other members of the committee, but thinks the demand throughout the country for this great waterway is such that Congress can not longer put off action, and that in spite of the Hay-Pauncefoic treaty, the Senate will take up and pass the bill some time before adjournment next March. He himself is a very enthusiastic supporter of the bill, and will use his every effort to secure its favorable consideration. Sena-tor Turner does not care to discuss the Hay-Pauncefote treaty one way or the other, and will not express an opinion as to whether or not it will or should pass. It is inferred, however, that he thinks the Nicaragua Canal bill will pass, regardless of the treaty, and the treaty will then

be set aside for good.

As to the ship subsidy bill, he is de-cidedly opposed to the measure, and thinks that while it may pass the Senate at this session, it will undoubtedy fall in the House. A defeat at this session, he regards as fatal to the bill for all time, and will prevent its consideration at subsequent sesssions.

INSISTS UPON REDUCTION.

Brewers Making Hard Fight to Have

quoted. This is the only one of the mill- 2 a barrel which is now levied upon their product. They assert that this tax is 40 per cent of the price received for the beer. They also say that they have to pay most of it because the retailers can-not afford to pay it, but they also assert that what is put upon the retailers is taken out of the consumers. The com-mittees considering the bill have been besieged by representatives of large brew-ing interests asking for a reduction.

It is not likely that the reduction will

be made, and because the people generally think that the beer, spirits and tobacco ought to bear as large a tax as possible and produce the most revenue. It is asserted by the brewers that the tax upo ntheir product of \$1 per barrel was placed there during the Civil War for revenue purposes. Another dollar was added in the Spanish War, and that theirs is the only interest that is paying two war taxes. But the temperance peo-ple throughout the country and the peo-ple who believe in the restriction of the liquor traffic generally do not pay much heed to this and are willing that the tax land, his brother-in-law, received a dis-

DISTRIBUTING NEW RAILS

CITY & SUBURBAN'S EXTENSIONS IN ALBINA.

Preparations to Cover Several Thickly Populated Neighborhoods-Fitting Up a Baptist Church.

The City & Suburban Railway Com-pany has begun distributing rails for the proposed double track on Williams avenue northward from Stanton street to Piedmont, which is part of the new street railway system for that part of the city. The Williams avenue double track will be constructed to Killings-worth avenue and then westward to a connection with the St. John's motor line,

death, and stating the remains would be in Portland this morning. Mr. Foster was born on the Foster farm, on Columbia Siough, about 47 years ago, his parents having arrived in Oregon in 1847. He was brought up on the home place, and united in marriage to a daughter of Benjamin Sunderland, also a pioneer. For some years they lived on a farm near the Sandy River, and afterwards Mr. Foster had a grocery store on Union avenue, which he sold out and returned to the Sandy farm. Here ill health brought him back to Portland, and about two years ago he went to Ashland, where he was in the employ of the Southern Pacific ago he went to Ashiand, where he was in the employ of the Southern Pacific Company. A wife and four children survive him. He was a member of Fidelity Lodge, No. 4. A. O. U. W.; Multinomah Camp, No. 7, Woodmen of the World; also of the Artisans' order. The arrangements for the funcral will be made today, and these orders will take part.

Came From Outside Cause. worth avenue and then westward to a connection with the St. John's motor line, the double track being carried through to Ockley Green, Maryland avenue. As the iron is being distributed, work on the extension will begin shortly. This is part the possible cause. Of these 18 only two of the route before outlined. The remainder of the plan is said to include the extension of the Mississippi avenue branch to Ockley Green also, either directly north to Killingsworth avenue or

DEATH OF A PIONEER OF 1859.



OLIVER CLAY.

One of Portland's sturdy ploneers, Oliver Clay, died Tuesday at his daughter's ho Seattle, in his 73d year. He was a life-long Republican, and one of the last wishes he expressed shortly before he took sick was that he might recover in time to go to Portland and vote for McKinley and Rossevelt. Oliver Clay was born at Massilion, Stark County, O., in 1827, and his wife was Jane Ablay, who was born at Attwater, O. They were married on November 1, 1854, and came to settle in Oregon in 1850, buying a farm in Washington County. Here they remained until 1863, when Mr. Clay sold out and moved to Portland, engaging in the livery business at First and Washington streets. Ten years ago he retired from business, and led a quiet home life until November, 1809, when his wife died. Since then he has traveled a good deal, and was at Seattle when seized with his last illness. Two of his children survive—Edwin P. Clay, of Crystal Springs, S. D., and Mrs. A. S. Gibbs, of Scattle. Two of his six grandchildren live hero—Frank E. Watkins, of the firm of Parrish & Watkins, and Miss Grace Watkins, \$32 Mill street. One of his sons, Oscar 1. Clay,

War Tax on Beer Cat Down.

Washington, Dec. 1.—The hardest fight that is being made regarding the war revenue bill is that by the brewers, who insist upon a reduction of the tax of 22 a barrel which is now levied upon their product. They assert that this tax is 46 per cent of the price received for the besides reaching into Pledmont. The Mississipport of the commencement of work on Williams avenue indicates that they may be carried out. It will mean a great as good condition as circumstances per mit. It is not provided with modern method of heating and ventilation, as is will have a large traffic from the start, besides reaching into Pledmont. The Mississipport of the other purples resulted in the spreading of the dissease. The old Central building is kept in may be carried out. It will mean a great as good condition as circumstances per mit. It is not provided with modern method of heating and ventilation, as is will have a large traffic from the start, besides rescaling into Pledmont. The Mississipport of the other purples resulted in the spreading of the dissease. The old Central building is kept in may be carried out. It will mean a great as good condition as ground the commencement of work as great as good condition as ground the commencement of work as great as good condition as ground the commencement of work as great as ground the commencement of work as great as ground the commencement of work as great as ground conditions. Williams avenue for some time, and it will have a large traffic from the start, besides reaching into Pledmont. The Mississippi avenue extension, if it is built, will also pass through a thickly settled district. The company either has fran-chises on these routes, or can get them with proper restrictions. It would seem that the people on the Peninsula will get the improved car service they have been after for so long a time. It was said yes-terday that the Portland Railway Company will go down the Peninsula, if it can get a franchise, and that the route would be about two blocks north of the Portland boulevard westward from Woodlawn, but what route it will fellow northward is not known.

> Death of John Foster. John Foster, a native-born Oregon ploneer, and a well-known resident of Mult-

may zig-zag northwest to Ockley Green. It is also understood the St. John's motor line may be taken up from the junction to Ockley Green. the Williams avenue and the Mississippi avenue branches taknam to Ockley Green but in any event all the lines to Ockley Green will be electrified, and the steam motor continued to run to St. Johns. These are the routes that have been discussed for over are well kept.

The work of furnishing the Second Bap-tist Church, East Seventh and East Ank-eny streets, has been begun by letting the contract for a furnace for heating the entire edifice. It will be installed at once. The lecture-room, which has been used for all public purposes since the building was finished, was heated by a large stove, which will now be displaced. Steps were taken this week toward pro-viding the auditorium with seats. The style has not been settled on, but the official board has opened correspondence with manufacturers on the subject, and will select the latest and best, and then purchase. These are the first steps to-ward furnishing the church and audinomah County, died yesterday morning at Ashland, after an illness of about two about \$500. A considerable amount of weeks of typhoid fever. Milton Sunderland, his brother-in-law, received a dispatch yesterday forenoon announcing the

erty. When the last obligations were paid off it was unanimously decided never to again encumber the property, and this resolution will be strictly adhered to. It is desired that the church shall be furnished as contemplated by the time the State Baptist Convention meets, as it will hold its next session in the Second Bap-tist Church.

Mount Tabor Teacher Resigns

Professor C. W. Durrette, superinten-dent of the Mount Tabor schools, in Dis-trict No. 5, has been elected principal of the High School of Olympia, Wash., and Tuesday evening tendered his resigna-tion to the directors of that district, to take effect next Friday evening, when he will close his connection with the schools He will enter on his duties as principal He will enter on his duties as principal of the High School at Olympia December 10. Professor Durrette is a well known educator of this county. Hefore taking charge of the Mount Tabor schools. District No. 5, he was principal of the Woodstock school, where he remained two years. He is well known in institute work in the state. His work at Mount Tabor has been satisfactory to institute work in the state. His work at Mount Tabor has been satisfactory to the directors and public. The resignation makes it necessary for the directors to act promptly to fill the vacancy. The Mount Tabor schools of District No. 5 contain two large buildings, have a school population of 700 pupils, an attendance of between 400 and 500 pupils, and 11 teachers are employed. Only an experienced educator can fill the place with success. It is a desirable position for a teacher It is a desirable position for a teacher with experience and ability, and the di-rectors will not consider the application of any other. The time is short in which to secure a principal in time to take charge of the schools next Monday, but the directors will probably receive appli-cations when it is known that there is a

Puneral of Mrs. Lavitt.

The funeral of Mrs. Bertha Estelle La-Union avenue, took place yesterday morning from Dunning's undertaking parlors. The services were under the auspices of Mount Hood Circle, Women of Woodcraft, and Rev. J. J. Dalton officiated. Lone Fir cemetery was the place of in-

A. L. Rumsey, one of the keepers of the Lower Mount Tabor reservoir, com-plains that his hen roost was invaded the other night and 12 fine blooded hens

aken. Daniel Lewis, an old resident of Rus-Daniel Lewis, an old resident of Russellville, is seriously ill at his home. He is a pioneer of that district.

Multnomah Camp, No. 77, Woodmen of the World, has elected the following officers: Council commander, J. W. Thompson: Iteutenant adviser, T. Brodeur: Clerk, Joe Woodworth; banker, H. H. Newhall; inside watchman, J. Vaughan; outsde watchman, C. M. Brigham; manager, J. L. Wells. Installation will take place first meeting night in January. place first meeting night in January,

Sunday School Election

The annual election of the Sunday school of the Centenary Methodist Church took place at the church Tuasday evening with the following result: S. Roome, superintendent; E. S. Miller, assistant superintendent; Miss Goltrey Mullet, lady assistant; Mrs. J. M. Batcheller let, lady assistant; Mrs. J. M. Batcheller and Mrs. J. C. Roberts, superintendents primary departments; E. Northup, secretary; Miss Bertha Sunderland, assistant secretary; Oscar Windle. Masurer; Miss Josie Floyd, librarian; F. Cozens, chorister; J. F. Bamford, pianist; E. A. Bamford, leader of orchestra. The orchestra is to be organized. The annual business meetins will take place in January. eeting will take place in January.

Funeral of Andrew Snover.

The funeral of Andrew Snover, of Fair-view, took place Tuesday morning from the M. E. Church of that place, and Rev. the M. E. Church of that place, and Rev. J. H. Wood conducted the services. He was a member of the Masonic order, and many of the members attended. Masonic cemetery on the Columbia Slough road was the place of interment. There was a large attendance. The deceased was born in Sussex County, N. J., November 1, 1851, and came to Oregon in 1874. He lived both in Portland and at Fairview since arriving. He leaves a considerable escriving. arriving. He leaves a considerable es-tate. One child, Julia Snover, survives. There are several brothers and sisters,

Revival Meeting.

A gracious revival meeting is in progress at the First English Evangelical Church, corner East Sixth and East Market streets. Within the last ten Market streets. Within the last ten days 16 persons have been converted-mostl yadults. Services every evening this week, except Saturday, at 7:85. All are invited. The meetings are conducted by the Pastor, Rev. G. W. Plumer.

Big Railway Tie Contract. The O. R. & N. Railway Company has let a contract for 300,000 railway ties to be

rafted down the Sandy River to Troutdale. Four saw mills on the Upper Sandy are sawing out ties on this contract. The Sandy River has become a favorite route to get ties to the railway for shipment. Bad roads are avoided.

Pleasant Home News.

J. S. Griffis, of Wamic, Wasco County. who has been visiting friends in the neighborhood, has returned to his home. Mary Williams, of Oakland, Cal., has been visiting her old friends. She was greatly surprised over the improvements made since she was here five years ago. John Louderback, who went to Eastern Oregon to spend the Winter, has re-turned. The climate of Eastern Oregon is too cold for him. Lafe Ingram has moved his family to Pleasant Home, and has entered on his work as head sawyer for the Palmer

FORFEIT OLD FRANCHISES

CITY COUNCIL ANNULS FORMER GRANTS TO RAILROADS.

Measures Introduced to Protect Asphalt Streets From the Wear of Heaviest Traffic.

A much larger amount of business than usual connected with street railway mat-ters was transacted at the meeting of the Common Council yesterday. An ordi-nance forfeiting franchises on a number of streets and parts of streets, granted years ago to the Wil-lamette Bridge Railway Company and its successor, the City & Suburban Rallway Company, was passed. The building of a short spur of the East Side Rallway Com-pany to the grounds of the Cremation Association was authorized. An ordi-Association was authorized. An ordi-nance regulating and equalizing the li-censes on the cars of the City & Subur-ban Rallway Company was passed. Or-dinances regulating the storage of cal-cium carbide in the city, regulating the transportation of sand, gravel, building material, stc., over street railways within the city, and regulating traffic on the asthe city, and regulating traffic on the asphalt-paved streets, was read twice and referred. A large amount of routine street business was transacted, and the Council, on motion of Bronaugh, ad-journed to Thursday, December 13, at which time the matter of the proposed extension of the City & Suburban Rail-way Company's line to the vicinity of the Southern Pacific car shops, and their request for an extension of time on the franchise to build a road from First and Burnside streets to the central railway station, will be considered.

Old Franchises Forfeited.

An ordinance was introduced by Branch to repeal certain portions of an ordinance passed by the former city of East Port. land, granting franchises to the Willam-ette Bridge Railway Company and its successor, the City & Suburban Railway Company. Following is a list of the streets covered by the franchises proposed

streets covered by the franchises proposed to be forfeited:

Upon and along Holladay avenue, from the center line of Fifth street, now Grand avenue, easterly on said Holladay avenue to the city limits.

Upon U street, now East Clay street, from Fifth street, now Grand avenue.

Upon U street, now East Clay street, from Fifth street, now Grand avenue, to Eleventh street, now East Eleventh street, and along Eleventh street, now East Eleventh street, to the Milwaukie road, and along said Milwaukie road to the southerly limit of the city.

Upon Fifth street, now Grand avenue, from the center line of Alaska street, now East Harrison street, to the south limits of the city.

limits of the city.
Upon Grant street, now East Grant street, its entire length.
Upon I street, now East Pine street. from Fifth street, now Grand avenue, to Sixteenth street, now, East Sixteenth street; thence along Sixteenth street, now East Sixteenth street, to K street, now

East Stark street; thence easterly on K

street, new East Stark street, to the city limits. Upon Alaska street, now East Harrison street, from its intersection with Sev-enth street, row East Seventh street; thence easterly on said Alaska street, now East Harrison street, to Eleventh street, now East Eleventh street; thence southerly on Eleventh street, now East Eleventh street, to the highway common-ly called the Milwaukle road.

ly called the Milwaukie road.
Upon Hassalo street, from its intersection with Goldsmith street, along Hassalo
street to Third street, now East Third
street, in McMillen's Addition; thence along Third street, now East Third street, in McMillen's Addition and Elizabeth Ir-ving's Addition, throughout its entire

length. Upon B street, now McMillen street, in McMillen's Addition, from Third street, now East Third street, to the north-ast and of said B street, now McMillen street. In moving the suspension of the rules and the putting of the ordinance on its final passage, Branch said most of the Councilmen understood the necessity for this action. The franchises in question had been granted 10 or 12 years ago, and in some of them there had been no pro-vision made requiring the company to keep the streets along the lines in repair. and as it was now proposed to build roads on some of these streets, the com-pany might take advantage of this omission in the franchises to get out of keeping the streets in repair. To prevent this, it was desirable that the franchises be annulled at once. The ordinance was passed, under suspension of the rules, by a unanimous vote.

Asking for Further Time. An ordinance was introduced by the

Street Committee granting the request of the City & Suburban Railway Company for an extension of six months in which to build the line from First and Burnside streets to the Grand Central Rallway Station, on the condition that a clause be inserted in the ordinance granting any other company a trackage right over First-street bridge from Sheridan to Porter street. The ordinance was referred back to the Street Committee. It is understood that the company has a

lot of seven-inch girder rails on the way to build this line, and that it will not urge the petition for an extension of time. Four petitions are before the Council asking that the Portland Rallway Company be allowed to First-street bridge. red to extend its line across Charging License For Hauling Sand.

An odinance was introduced making it unlawful for any person or corporation them.

operating cars upon the street railways of the city to engage in the transportation of earth, sand, gravel, building material, etc., without first obtaining a license to do so. The applicant for such a license must furnish a statement of the probable amount of material to be transported, and shall pay a license equal to five per cent of the money received for transportation. If the material hauled is for the repair of the company's lines no license will be charged. The ordinance was read twice and referred to the Street committee.

Protecting Asphalt Streets.

An ordinance to regulate the use of wagons, trucks and other vehicles on the asphalt paved streets of the city of Portland was introduced. It provides that no vehicle carrying loads of a greater gross weight than 4,000 pounds shall be driven over streets paved with asphalt, except that where it is necessary they may be driven over such streets for one block. Read twice and referred to the Street committee.

Equalizing Licenses on Street Cars. An ordinance regulating and equalizing icenses on the cars of the City & Suburban Street Railway Company, was passed. It provides that for cars over 30 feet in length a license of \$25 per quarter shall be paid. For cars under 30 feet and over 18 feet \$12.50 per quarter shall be paid and for cars under 18 feet in length \$25 per quarter shall be paid and for cars under 18 feet in length \$25 per quarter shall be paid and for cars under 18 feet in length \$25 per quarter shall be paid. length \$8.25 per quarter shall be paid. The Company has franchises from the old cities of East Portland and Albina and hitherto there has been no uniformity in the rates of license on their cars.

Spur to the Crematory.

An ordinance authorizing F. S. Morris An ordinance authorizing F. S. Morris to construct and maintain a street railway spur from the intersection of First avenue and the track of the East Side Railway Company to the grounds of the Crematory Association, was on motion of Branch passed under suspension of the rules. The reason given for this being necessary was that the East Side Railway is to be sold in three days and it is desired to have the spur completed before the property changes hands. The spur is only about a block in length.

An ordinance was passed granting the City & Suburban Railway Company a right of way over and along a portion

right of way over and along a portion of Morrison street and across Front street. This is to remedy an accidental omission in the original franchise. Protection Against Calcium Carbide.

An ordinance providing stringent regulations in regard to the storage and sale of calcium carbide in the city was introduced by Walker, read twice and referred to the Committee on Health and Police. It provides that calcium carbide shall be transported through the city only in packages of not over 100 pounds in weight plainly marked "dangerous if not least day." in weight plainly marked "dangerous in not kept dry," and that this article shall be stored in a specially prepared ware-house outside of the city, and that not more than 29 pounds shall be kept in any building within the city.

Street Improvements.

An appropriation of \$261 79 was made out of the general fund for the prevention of the spread of infectious and contagious discuses.

diseases.

An ordinance was passed providing for the time and manner of constructing a sewer in Bancroft avenue.

An ordinance declaring the probable cost of improving Thirty-second street and appropriating \$1639, the cost thereof, was passed.

An ordinance declaring the probable cost of improving Mason street, from Union avenue to East Tenth, and appropriation avenue to East Tenth, and appropria-

cost of improving Mason street, from Union avenue to East Tenth, and appropriating \$2144.25, the cost thereof, was passed.
An ordinance declaring the probable
cost of constructing sewers in the following streets and making appropriation for
the cost thereof, was passed: Reed street,
\$1839: X street, \$1300.
Ordinances providing for the time and
manner of improving the following named

streets were passed: East Eleventh street from Belmont to East Gitsan; East Couch street, from East Twelfth to East Six-

teenth: East Pine, from East Twelfth to East Sixteenth: Twenty-fourth street, from Glisan to Flanders: East Oak street, from East Twelfth to East Sixteenth.

Reports.

A report from the Committee on Sewers and Drainage recommending that peti-tions for sewers in the following named streets be granted, was adopted, and the City Engineer was directed to make the necessary plans, maps and estimate: Selinecessary plans, maps and estimate; Sci-wood street, to connect with a sewer in Mississippl avenue; extension of East Oak atreet sewer to 160 feet south of Weidler street; East Sixteenth street, to connect with the sewer in Weidler street; East Salmon street, from East Thirty-fourth to a point 100 feet east thereof; East Sal-mon street, from a noint 125 feet west of mon street, from a point 125 feet west o East Thirty-sixth street to East Thir

fifth street.

The Street Committee submitted a report, which was adopted, recommending that petitions for the improvement of the following named streets be granted an that the City Engineer be directed to prepare the necessary plans and est mates: East Thirty-first street, from Be mont to East Salmon: Patton avenu-from Willamette boulevard to Portlan boulevard: Weldler street, from Willam ette avenue to East Front street.

British Seals of Office Never Used.

The seals of office, which half a doze of our rulers have just surrendered to, o received from, the Queen, are small meta stamps in velvet cases, says a Londo correspondent. They correspondent. They are mere emblems never used unless the handing of the by the Queen to new Ministers, and the rturn of them to Her Majesty at the end of a term of office, may be calle sed. It is said that frequently Ministe do not see their seals from the day receiving to the time of relinquishin

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