## THE MORNING OREGONIAN, WEDNESDAY, APRIL 24, 1901.

WORKS A HARDSHIP.

Decision on Street Improvement Un-

fortunate.

## STEAMER VULCAN SUNK never been over the ship, and the work will probably take them the greater part of two days. They will go to Cathlamet

UNLUCKY TOWBOAT ON THE BOT-TOM OF THE WILLAMETTE.

Struck a Snag Near Foot of Swan Island and Was Beached-Two

More Grain Ships Arrive. ASTORIA, Or., April 23 .- Arrived at 1

The steamer Vulcan struck a snag in the bend at the foot of Swan Island at an early hour yesterday morning, while towing a big raft of logs up the river. The water poured in at a fively rate, and in order to prevent the boat sinking in water, she was cut loose from the raft, and ran aground in shallow water at the foot of the island. She is resting with the decks just out of water, easy with the decks just out of which, and an effort will be made to raise her today. Diver Morgan will take a cruise in the vicinity of the hole made by the smag, and if it is practical, a canvas will be placed over the hole, and the vessel pumped out and taken to the ways for repairs. If a canvas cannot be employed repairs. If a canvas cannot be employed to advantage bulkhoads will be constructed. The snag which caused the trouble drifted in during the last high water and

its presence was not known until the Nulcan found it.

# MAY FLEET COMING.

## Two More Grain Ships Reach Port Yesterday.

The May grain fleet is beginning to blow in from various directions, and by the time the April fleet is all out the harbor will present a fairly animated appearance. The German ship Nereus, slightly over-The German sup Kergan, angula, our due from Kong Kong, arived in yester-clay noon and was followed a few hours hater by the British ship Thirimere, which has made a very fast passage from Panszos. The distance from the latter port 66 is not sufficiently great to make a day passage remarkable, but as the port lies in a calm belt, ships experience considerable difficulty in getting away from it. About two years ago the British ship St. Enoch was over four months making passage.

The passage. The arrival of the two ships yesterday ne fully due here at this time except are fully due here at this time the the Eawthornbank from Mollendo, but if some of the ships from the Orient should make fast passages they will be along by the last of the month.

THE GILDEMEISTER CONDEMNED.

## Marine Laws of Germany Make Her

a Constructive Total Loss. SAN FRANCISCO, April 23.-The Ger-man bark Otto Gildemeister has been condemned as a constructive loss under the marine laws of Germany, and will be sold auction in this city next Monday.

The Gilderneister sailed from Yokohams for Portland, Or., last year. During the voyage she encountered a hurricane, and was disabled. She proceeded slowly toward the American coast and was picked up off Mexico by the steamer Santa Rosalia, and towed into San Diego. In the meantime reinsurance amounting to 90 per cent had been placed on the vessel. After minor man been placed on the vessel, Atter minor repairs the vessel was towed to this port, and bondemnation proceedings were com-menced, with the above result. The spec-ulators in reinsurance who placed their money on the vessel will lose \$115,000.

# Relic From the Rio.

Captain E. S. Edwards has received an Captain E. S. Edwards has received an interesting relic of the steamer Rio de Janetro, which sank off Golden Gate re-cently. It is a piece of piano box which floated from the wreck and was secured tug 'Sampson, James W, Hare,

chief engineer of the Sampson, presented it to Captain Edwards, who has added it to the valuable collection of maritime relics and curios of his office. It is only dark piece of wood, about \$x10 inches, and would look very ordinary unless la-beled with the few words which detail its terrible history.

#### Another Overdue Sighted.

SAN FRANCISCCO, April 23.-Word has

after finishing the Indravelli to look over the James B. Stephens. Last week at Astoria the boats Wallula, Hercules, R. Miler and El Hurd underwent inspection. All except the last met the tests successfully. The El Hurd had a weak place in her boiler, which will be

fixed up at once. Domestic and Foreign Ports.

P. M.-German ship Nereus, from Hong Kong; at 2 P. M., British ship Thirimere, from Panama; at 2 P. M., schooner Volun-teer, from San Pedro. Arrived down at 6 P. M .- British ship Talus. Sailed at 7

A. M .- Steamer Geo. W. Elder. Condition of the bar at 5 P. M., moderate; wind, southwest; weather, cloudy. Hoquiam, Wash-Salled April 22-Steamer Coronado, from Aberdeen, for San Pedro; schooner Henry Wilson, from The whistling Aberdeen, for San Pedro, entrance of Gray's Harbor buoy at the has gone adrift.

SanFrancisco, April 23.-Arrived-Steam-er Newburg, from Gray's Harbor; steamfrom Nanaimo. Sailed-Ship Columbia, for Astoria; steamer George F. Haller, for Bristol Bay; steamer Signal, for Astoria; schooner Lily, for Umpqua; schoon er Bessie K., for Coos Bay; schooner Copurposes guille, for Coguille River,

Port Townsend-Arrived April 22.-Schooner Ruth E. Godfrey, from Toco pilla; schooner Fred E. Sander, from San

Port Blakeley-Arrived April 22.-Schooner Ludlow, from San Pedro. San Diego-Salled April 22.-Steamer Milon, for Nanaimo.

Manila-Arrived April 22 .- Steamer Kintuck, from Astoria. Dover-Passed April 22.-Ship Falkland Bank, from Hamburg, for Santa Rosalla.

Nanaimo-Arrived April 22.-Steamer Mineola, from Port Los Angeles, and sailed April 23 for same.

Betty Head, April 23 .- Passed-Steamer Glenfarg, from Tacoma. Tacoma-Sailed April 22.-Ship Margar-etha, for Queenstown.

Port Townsend, April 23.-Sailed-Ship James Drummond, from Chemainus, for

Freemantle. New York, April 23.-Arrived-Scotia, from Genoa; Kalser Wilhelm der Grosse, from Bremen; Allen, from Genoa, Sailed-Mesaba, for London; Tauric, for Liverpool.

Liverpool-Arrived April 22.-Roman, and Vancouver, from Portland. Glasgow, April 21 .- Arrived-Montevid-

san, from Portland, Gibraltar, April 23 .- Arrived-Hohenzol-Bern, from New York, for Genoa. Boulogne, April 22.-Sailed-Batavia, from Hamburg, for New York.

# EAST SIDE NEWS.

#### Mount Tabor Strawberry Crop May Be Short This Year.

C. H. Welch, a Mount Tabor fruitgrower, said yesterday that the yield of strawberries will not be so large as for-merly in this vicinity, as& many growers have plowed up their patches. He thinks this will be for the best, as growers will get better prices for their berries. "So long as the canneries pay only 14 cents a pound," said Mr. Weich, "there is no encouragement for growers to produce large crops. The price does not pay the cost of production. I think it will be for the best to clean out the old vines and get new ones. It will destroy the worms.

## One Day for Farmers.

Professor Thomas M. Gatch, president of the Agricultural College, Corvallis writes as follows, in response to the invitation to take charge of farmers' day at the encampment of M. A. Ross Post, G. A. R., of Pleasant Home: "I have conferred with Dr. Withycombe,

our vice-director and agriculturist, and he accepts your kind invitation. He will be glad to be with you and take charge of Farmers' day on the occasion referred

The farmers requested the post for one SAN FRANCISCO, April 23.-Word has been received here that the long-overdue bark Grande Duchesse Olga, on which heavy reinsurance has been paid, has been sighted near the Azores. She is bound from this city to Queenstown with a cargo of whoat. The rate of reinsurance on the British four-masted ship Manches-

PORTLAND LUMBER CUT the Woodland Hotel, where the Jacksons lived, and Goddard shot and killed Jackson. Jackson's daughter took the stand in defense of her father's murderer. who had been the family physician. PRODUCT OF MILLS AMOUNTS TO

1,200,000 FEET A DAY.

Value of Output \$12,000-Number of Men Employed, 1500-Log Supply for 200 Years.

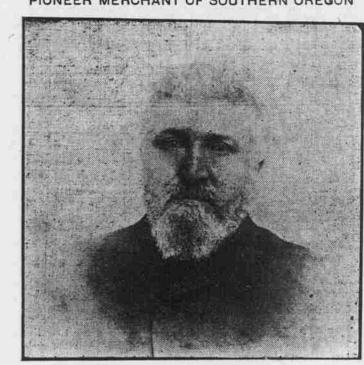
PORTLAND, April 23.-(To the Editor.) The decision of Judge Bellinger pertaining to the improvement on Sixth street, while it may be law, cer-tainly is very unfortunate at this time, The saw mills of Portland are turning out about 1,200,000 feet of lumber per day, according to a prominent mill man spok-

Mrs. Jackson,

when our streets so much need repairs, particularly Fourth street, where the pavement has proved a failure, and where it should be replaced by some en to on the subject yesterday, and the number of men employed in the industry reaches 1500. The value of the product where it should be replaced by some more desirable pavement. Property hold-ers were very active in securing the adoption of this pavement, with best in-tentions, nevertheless it is a failure. Beat the average of \$10 per thousand feet is \$12,000 a day. "A large proportion of the output is now being sent by rail to California," he said, "though several million feet have left for Aslatic points and for South Africa, within the past few weeks. Considerable Portland lumber finds its cause of this error of judgment ought we to pay for another by a general tax, as some contend that we should? Even in way as far East as Chicago, but the rate of 50 cents per thousand charged by the railroads acts as a serious embargo this case, we must await the enactment of a new law to inaugurate another sys-tem. I regret that Mr. Teal fails to give on the trade. We hope some day to ob-tain a 30-cent rate, as this would enable us to compete with saw mills of the the citizens the amendments prepared and sent to Salem, as this would give us some idea of the proposed amendments upon South, which now get a 22-cent rate to Chicago. Oregon lumber is so much su-perior to the Southern pine for structural the subject of street repairs, that we might judge of their wisdom and efficlency. Mr. Teal says: "It would serve no good that consumers would rather

pay the difference and obtain the better purpose to enter into a discussion as to

PIONEER MERCHANT OF SOUTHERN OREGON



#### THE LATE FRANCIS M. GABBERT.

MYRTLE CREEK, April 23 .- Francis M. Gabbert, who died at his home here Saturday, was a ploneer merchant of Southern Oregon. He was born in Galena, III., in 1832. For a number of years he was purser on Mirsissippi River steamers. He emigrated to California in 1852, and to Oregon in 1854. In 1855 he married Louise Browning, in Lane County, who died about 12 years ago, Two or three years later he married Miss Jennie Beckett, of Portland, who survives him. In 1859 he engaged in the general merchandise business at Wolf Creek, in Josephine County. He was a leading merchant of this place for about 25 years, retiring about three years ago. The greater part of this time he served as Postmaster. The following children survive him: K. H., of Oregon City; George, of Colfax, Wash.; Ferd and Mrs. Lulu Kramer, of Myrtle Creek; E. B., of Placer; Frank B., of Globe, Ariz.; Marion, of Los Angeles, and Miss Ethel Gabbert, of Portland.

#### 

article. Of course, if we could ever get the Nicaragua Canal through, the rall-roads would have to lower their charges mission will soon be at it." I think on on this class of goods, but the canal seems too remote a contingency to figure on just now.

"Of the lumber sawed by local mills, Portland uses about 3,000,000 feet per month, in the numerous structures she is constantly crecting, and this ratio will probably keep up for some time, as the city's population is constantly growing, and old elevated roadways, sidewalks, etc., are always needing renewal. This demand alone keeps quite a number of

the contrary it would be of great service to discuss this question and determine what is to be done in this particular case, as it will involve a very serious question of how and in what manner this expense to be determined. is to be met. In the recent discussion I fall to see where there are any more damages than benefits and if there are

more, the property should pay the tax. The assessment appears equitable. The people, in my judgment, are the

The men quarreled at the Sentinel would appear to be flying pretty high; too high, some of us are hoping. This "sun of glory" has been above the horizon there many hours, but is continually befogged by the vaporings of those whose occupation would be gone at his faintest scintillation. "As it was in the beginning," etc., is a doctione in-grained in the marrow of these people's "World without end," Alas! for them that it should be so. We who have turned our faces toward the light wish to tender to The Oregonian our sincere appreciation of the magnificent courage exhibited in making this stand for truth s sake and common sense. E. A. TAYLOR.

## PLENTY OF IDLE MEN.

blocked outside.

kali in it.

druggists; all sorts of people use it.

and all the rest of the good cooks

be unobtrusive when pies or bis-

cuits are to be made, but clever

as they are, they couldn't hide the

"lardy " taste in those good things

to eat as long as hog fat was the

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made its appearance all of them

joined in a mighty chorus of praise,

because of its splendid shortening

properties and entire absence of

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TO WEAK MEN

as it is appetizing and delicious.

is and how to use it.

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#### But They Won't Go Into the Country for a Day's Work.

There is plenty of work for laboring men, and more looming up, according to Portland employment agents, who find difficulty in filling orders from logging camps, quarries, farms, dairies, etc. There appears to be quite a number of idie men in the city, from the way they crowd around the builetin boards at the va-rious offices, but the majority of them object to leaving town. Considerable street work is going on at present, and this is preferred by the men. Contractors, however, look for a suspension of street work after the present contracts expire on account of the recent decision on the matter of raising funds. If this work stops, country employers will find it easier to get men.

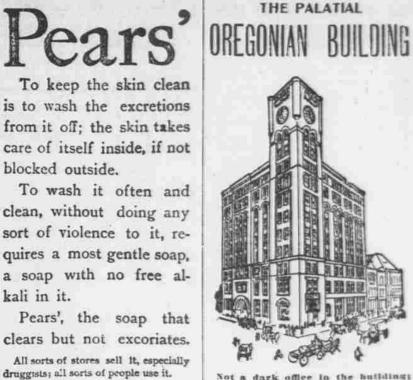
Logging camps, as far off as Gray's Harbor, depend upon getting their hands in Portland, while railroad construction in Wyoming has drawn off a large num-ber of men from this site within the ber of men from this city within the past six months. The starting up of work on the Vancouver-Kalama line will re-quire several hundred hands, and the extension of the Gerlinger road 17 miles back of Vancouver will also add to the drain on the labor market. The Portland City & Oregon Railway, successor to the East Side road, has started to ballast its line between Portland and Oregon City, but finds difficulty in getting men enough. The wages paid is \$1 75 a day without

A laboring man who seemed to be a spokesman for quite a number of his fol-lowers on Morrison street yesterday, said

"The highest wages offered now is only \$1 75 a day, but men won't work for that, and would rather lay off. Two dollars is little enough, the way prices of everything else have gone up. Why, down here on the river, they expect men to work for 15 cents an hour, loading and unloading scows, and the minute the work is done a foreman, with a watch, puts down the time. When the met don't work their pay stops, but they must pay 20 cents a meal until the next job begins. A man can't save a centerat these figures, and I'm very glad they re-fuse to work for \$1.75 and board themselves.

# AT THE HOTELS.

AT THE HOTELS.THE PORTLAND.Frank I Towle, St PIC B Tuitle & wife,<br/>BotonC R Baxter, Grd Rpds DD M FitzsperaidPhil F Kelley, SeattleThose P Brown, Stattl-<br/>BotonG B Stuart, N Y<br/>S L Emanuel, N Y<br/>S L Emanuel, N Y<br/>F E Fay, Loo Angis<br/>A Stanberger, S PS Smith Chicaso<br/>D M FitzsperaidS H Emanuel, N Y<br/>S L Emanuel, N Y<br/>F E Fay, Loo Angis<br/>A Stanberger, S PG A Creat<br/>C W Baun, St Louis<br/>G A Creat<br/>D G King, Ouray,Colo<br/>U G Ebbe, N Y<br/>Y R Moon, N Y<br/>T E Gay, San Fran<br/>Saft M Moon, N Y<br/>T E Gay, San Fran<br/>S W Clark & wite,<br/>Piattaburg, N Y<br/>Chas Phillips, Cheo<br/>J G Paton, San Fran<br/>B S W Clark & wite,<br/>Piattaburg, N Y<br/>Chas Phillips, Cheo<br/>J G Paton, San Fran<br/>Pred Clarke, San Fran<br/>C M Hunter, San Fran<br/>D Corimer, St Joseph<br/>C H Hunter, San Fran<br/>D Corimer, St Joseph<br/>C H Hunter, San Fran<br/>D Corimer, St Joseph<br/>C H Hunter, San Fran<br/>D Corimer, St Joseph<br/>C Hein, South Bend<br/>M A Ruidley, do<br/>H M ONeel, Chicaso<br/>Chas Redmond, do<br/>Mrs J Haneen, Eugene<br/>J R Upson, St Paul,<br/>MinT M Cowthwalk, Idaho<br/>C C Hein, South Bend<br/>M M Okel, Chicaso<br/>Chas Redmond, do<br/>Mrs J Haneen, St Paul,<br/>MinT M Cowthwalk, Idaho<br/>C SattleM M Okel, Chicaso<br/>Mrs J Haneen, St Paul,<br/>MinT M Cowthwalk, Idaho<br/>C Meins, Souther, do<br/>Ming T A Goodman, do<br/>F Moseller, South Bend<br/>M M Schimson, Oyster-<br/>ville<br/>Y F Zarid, Vancouver<br/>J Zambeki, do<br/>J H Johnson do<br/>E B Long, do<br/>L Cowe, Dailes<br/>S M B W Queal, Dailes<br/>M B Claurehu do<br/>N Sones St Louis<br/>G Statt, do<br/>J H Johnson do<br/>E B Long, do<br/>H M Claurehu do<br/>M S M Claurehu do<br/>M S M



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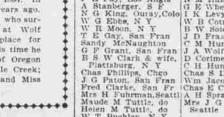
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MARARLAND, E. B., Secretary Columbia



FREEBOOK

Weak and nervous men read "Stren ;th, Its Use and Abuse by Men."

ter, out 241 days from New York for Yokohama, has advanced to 63 per cent. The rate on the ship John McDonald, out 217 days from Baltimore for this port, has advanced to 90 per cent.

## New Gasoline Launch.

ASTORIA. Or., April 23.-A contract was let to R. M. Leathers today the construction of a launch for John Reid. The dimensions of the craft are to be as follows: Length, 55 feet; beam, 10 feet 10 inches; depth of hold, 4 feet 6 inches. She will be equipped with a 30-horse-power Union gasoline enand it is to be completed on or before June 15. The launch is to be team. in the shipping and general jobbing trade and is expected to be the swiftest of her be club swinging and other exercises. class on the river.

#### Thomas Tennent Dead.

SAN FRANCISCO, April 21.-Thomas Tennent, one of the pioneers of San Francisco, died yesterday after a lingering, filness. His first public work was as sur veyor of the city under William Eddy. In 1854 he began the publication of "Tenpent's Nautical Almanac and Tide Register," which he continued for many years. He was known to nearly every mariner on the Pacific coast.

#### Lightship Near Smooth Water.

ASTORIA, April 23 .- The stranded lightship has been moved to within 250 feet Baker's Bay and the vessel will be left where she now is until the new keel has seen put in place and the repairs to the hull below the water line made, when she will be brought to Astoria to be placed in condition for resuming her station off the mouth of the river.

#### Hamburg-American Liner Ashore.

PORTLAND, Mc., April 24.-The Hamirg-American Line steamer Drumelsir bound from Hamburg to Portland with sugar and hides, is ashore on Thibb Rock. between Wells and Ogunquit, Me., seven miles below Cape Porpolse. No particulars have come from the stranded steamer.

#### Marine Notes.

The Port Carlisle is discharging ballast nd will begin loading about the first of the week.

The German bark Paul Isenberg left Astoria yesterday in tow, and is due at Portland today.

The Wega, which is now taking wheat, will complete her cargo in a few days, and will be dispatched in time to gwell this month's list of shipments.

The Adato cast off from her moorings vesterday, and anchored in the stream. d will leave down the river today. Shi will coal at a northern port before entering Grace's South American service.

It is the intention to have the Fulwood for sea before next month, and work of disengaging and loading her will be rushed. It is not expected she will be ready to receive cargo before Monday or Tuesday.

A consignment of 170,000 feet of rough lumber is being prepared by the Portland Lumbering & Manufacturing Company for the Indravelli. The lumber is being put aboard a scow at the South Portland mill, and will thence be transported to the This method will expedite the loadship. ing of the vessel.

Meesre, Edwards and Fuller yesterday inspected the Bonita and found the steam er up to requirements in all respects. Tothey will undertake the large task of inspecting the Indinveth. They have

#### East Side Notes. Dr. A. M. Flinn returned yesterday from

a three weeks' visit in Wasco County. Work was resumed yesterday on the im provement of East Thirty-third street, be-

tween East Salmon and Belmont streets. Rev. Frank E. Coulter, pastor of the First United Brethren Church, returned, yesterday morning, from Fairview, where he lectured, Monday evening, before the Archaeology Society.

The Sunnyside Boys' Brigade will hold an entertainment in its drill hall, Friday night. There will be a basket ball gambetween the Y. M. C. A. and an outside The drum corps of the Portland

Dr. Wise has removed to rooms 211, 212 and 212, The Failing, cor. 3d and Wash.

# A DAY ON THE COLUMBIA RIVER.

A visit to Portland is incomplete with out devoting at least one day to the Co-lumbia River and its magnificent scenery. You can leave Portland at 9 A. M. day on the O. R. & N. Co.'s palatial Portland-Chicago special train, lunch at The Dalles or in the dining-car, be back at 4:30 P. M., and have seen the most attractive portion of the Columbia. In making the trip by rail you obtain a near view of the many beautiful cascades, the train coming to a standstill for a few moments at Multnomah Falls, and moments at Multnomah Falls, and as the track skirts the south bank of the river the stream and its north shore are

constantly in sight. Should you desire a ride on a river teamer, take the O. R. & N. Co.'s train at 9 A. M. any day except Sunday, for Cascade Locks, spend a short time there, and then board the steamer as she through the locks en route to Portland. A more extensive river excursion can be had by leaving Ash-street dock, Port-land (daily except Sunday), at § P. M. for Astoria, on the O. R. & N. Co.'s fast, electric-lighted steamer "Hassalo," arriving at Astoria, 100 miles distant, about daylight; returning, leave Astoria at A. M. (except Sunday), arriving at Port. on the steamer, and altogether the trip is most delightful, restful and comfort-

able. Particulars of Willamette River trip can also be had upon application at the O. R. & N. Co.'s city ticket office, Third and Washington. Telephone 712.

### Bitten by a Bull Dog.

DENVER, Colo., April 23.-Seven per-sons were seriously bitter by a bull dog in this city today. The injured are two little daughters of Ives Van Schack, a druggist, Ruth, aged five, and Sophia, aged seven, Mrs. C. S. Morrison, John Kilker, Michael Ensminger, L. D. Fran-cis and an unknown boy. The dog first attacked little Ruth Van Schack, badly

lacerating her arm and face. The others went to her rescue and were bitten on the hands.

Robert B. Mantell appeared in a Philaielphia court this week in answer to pro ceedings against him by his sister-in-law Miss Emma Behrends, in connection with a guarrel between them over the custody of the actor's 5-year-old daughter, whose mother, Charlotte Behrends, is dead.

Burns, eruptions and all skin troubles are Perker's Hair Balsam is life to the hair. man.

hands employed. "Saw mill men are operating on a lit-tle better margin than they were a few months ago and are now making a small profit, though labor and logs have ad-vanced in recent years. Lumber is still cheap in Portland, however, compared to

the price in other states, and so consum ers do not kick at the figures. "The log supply of Portland will not be exhausted for the next 200 years, according to the present demand, as those timber lands adjacent to the tribu-

taries of the Columbia River have yet been tapped. The heavy forests of the Nehalem, Gray's Harbor, Lewis River and the foothills of the Cascades. ar all naturally tributary to Portland, and have yet to be drawn on. Of course this means more railroads, but railroads be built as they are needed

the cost of carrying logs by rail into Portland is not likely to increase the price of lumber."

# WEEKLY CROP BULLETIN. Weather a Triffe Too Cool at Nights

# for Best Results. Summarizing crop conditions, the weekbulletin of the Weather Bureau, says

The week was slightly warmerthan the previous one, with plenty of sunshine and but one short rainy period. The nights, however, continue a trifle too cool, and sharp frosts have frequently occurred, The maximum, or day temperatures, in Western Oregon ranged between 54 degrees and 70 degrees, and the minimum, or hight, temperatures. between 32 degrees and 46 degrees. In Eastern Oregon the day temperatures ranged between 48 and 68 degrees, and the night temperatures between 28 and 48 degrees.

"The soil in many places is now a little too dry for plowing, and too cold for rapid germination. 'Fall wheat has stooled nigely, and nearly everywhere beginning to joint. It

has good color and thrifty and promising. The same can be also said of Fall oats and rye. Spring seeding is well advanced and in some few sections is finished. The early sown is coming up to good stands, but germination is slow.

"The hops on low lands are rather backward, but on high land they are coming land about 5 P. M. All meals can be had up even and making a satisfactory growth. "There has been an increase in the acre-

age sown to rape in the Willamette Valley "Gardens are backward, and warm rains

are needed to forward the growth of root crops and small vegetables.

"Pastures are slowly improving and stock is looking better. "Some sheep-shearing has been done in

the Willamette Valley, and the wool clip is reported good. "The weather has been favorable for bees and the fertilization of fruit, nearly all kinds of which is now in heavy bloom in one part of the state or another Frosts have seriously harmed peaches in Southern Oregon, but elsewhere the consensus of opinion seems to be that they have merely thinned the bloom, and that

the yields will be abundant and the fruit superior in size and quality.

Dr. Goddard's Sentence Affirmed. JEFFERSON CITY, Mo., April 23. JEFFERSON CITI, alo, April 25-The Supreme Court today affirmed the 29-year sentence of the lower court as-sessed against Dr. Jefferson D. Goddard, of Kansas City, for the murder in 1897 of F. J. Jackson, a well-to-do laundry-

Jackson, who was partially blind accused Goddard of being intimate with

best judges of what kind of they can afford to pay for. If it will warrant, they may put down asphalt, otherwise they may macadam, until the property wil bear something better. until

Of this they determine by petition. For temporary repairs there is already pro-vided a fund by the ¼ mill tax, and if expended, as intended, by keeping two three carts and a few men constantly repairing holes and imperfections in the streets, it would go far towards keeping in condition. But I understand streets this fund is largely diverted to repairs of bridges. Possibly 1/2 mill may be re-quired, and for guich bridges another

mill. Otherwise, with possibly other slight amendments, to compel repairs by property owners under certain circumstances, the present law can hardly be improved upon.

So far as the end of the Alder street bridge is concerned, there never was any use for it. Many other useless structures were constructed. There are too many bridges and elevated roadways, and if people want them built at public expense simply to make a market for water lot (otherwise worthless) they ought to pay for the improvement. There may be some justice in constructing cer-tain bridges, where the guich property

is worthless, from a special tax levied for that purpose. In respect to low lands of no value for

husiness purposes, unless elevated road-ways are constructed, as in East Portland and over Couch Lake, they should be built by abutting property. Even where it is a thoroughfare, the property, having been made business property and valuable by such thoroughfare, I see no reason why the abutting property should not pay for the elevated roadway. On the main business thoroughfares, where the most travel is, there the property

s most valuable, and can afford to for the improvement, even if it consists of elevated roadways.

Mr. Teal says that after an improvemen is made under the rules and regula-tions of the City and accepted by it, then for a certain number of years it should be maintained out of the general fund. How many years he does not say. Coal tar pavement or bituminous pavement might last three years. Asphalt might last 12 years. Bricks are of uncertain durability, also wood blocks. Plank streets, those of two, three, four and six-inch, are all of uncertain durability, so with macadam and gravel; all are de pendent on the wear and tear on the re-spective streets, to considerable extent,

or the durability of material. Therefore low are we to fix the life or time limit of any improvement?

H. W. CORBETT.

# The Sentinel Letter.

TEMPLETON, Coos County, April 20.-(To the Editor.)-Permit me to extend passionate regard from numerous readers of your paper in this neighbor hood for the agonies of strangulation which you will be called upon to undergo at the hands of the editor of the Catholic Sentinel; or, in strict compliance with the terms made and provided for your guidance by him. In either case you have our sincere sympathy. The tenor of the editorial in question being so ex-

in line with the undercurrent of actly popular thought, any question of reprisals for such divergence of opinion is simply

preposterous. It is worse than flinging a cadaver on the festive board in hope of staying the appetites of the assembled guests, who may possibly not object to it. So much as to the animus which brought it there. In this attempt to muzzle The Oregonian, one of the most ably edited namers in the United States the editor of

J H Johnson do E B Long, do L E Crowe, Dalles J W Queal, Dalles M R McLaughlin, do Geo S Ames, Tacona J H Smith N Takima Mra Geo S Ames, do J W Spencer, San Fr C M Janisey, Tacona H V Gates, Hilbboro C M McDanlels, Chgo H B Rigg N Yakhna P J McGowan, As-toria H W Cattle, San Fr Bdith Campbell, Fres-no, Cal R K Chamberz, Can-you City, Or Frank Wood, Chleago Karl Aufferle, Silvertn E D Cosper, Dallas, Or

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