

AUTHORIZED CITY PATHS

COUNCIL EMPOWERS COUNTY COMMISSIONERS.

Bicycle Ways Will Be Built on a Number of Streets on the West Side—Other Matters.

At the meeting of the Common Council yesterday the Board of Public Works was authorized to repair first street from Madison to Clay; the County Commissioners were authorized to build several miles of bicycle paths on some 30 of the streets of Portland; a voluminous ordinance regulating the method of expenditure of public money and the presentation of claims was passed, but will probably be vetoed; an ordinance declaring it a nuisance to maintain a steam laundry on block 167 was passed; an offer to supply cast iron street signs at 20 cents each was received, and the City Commissioners are asked for \$125 to place the buildings of the fire department in order. Mayor Rowe presided, and all the members were present except Holbrook and Masters.

City Bicycle Paths.
An ordinance authorizing the County Commissioners of Multnomah County to construct and maintain bicycle paths on and over the following streets in the City of Portland during the pleasure of the Council was passed. The streets are: North Tenth, from Washington to Northrup; North Fifteenth, from Washington to Northrup; North Seventeenth, from Northrup to Vaughn; North Twenty-second, from Flinders to the St. Helens road; North Twenty-fourth, from Raleigh to Savier; North Twenty-sixth, from Savier to Thomas; Flinders, from North Third to North Twenty-second; Northrup, from North Tenth to North Twenty-second; Raleigh, from North Twenty-second to North Twenty-fourth; Savier, from North Twenty-fourth to North Twenty-sixth; Thomas, from North Twenty-sixth to the bridge across Marguerite's Gulch; Twelfth, from Morrison street to Jackson; Hooker, from the railroad track to South Second; South Second, from Hooker to Porter; Porter, from Porter to Grover; Grover, from Hooker to Porter; Macadam, to the northern terminus of the present bicycle path; Columbia, from Fourth to Water; Water, and Hood to First.

Section 2 of the ordinance provides that such paths must be constructed beyond the present curb line of said streets, and shall be built in such form, of such material and in such places as the City Engineer shall direct, and according to plans and specifications to be furnished by the City Engineer, and shall be constructed to the satisfaction of the City Engineer and the Board of Public Works.

An ordinance was also passed authorizing the County Commissioners to construct a bicycle path on East Eleventh and Milwaukee streets. The object of these paths is to keep bicyclists off the sidewalks.

In this connection it may be said that W. W. Alverson presented a communication stating that his boy had been knocked down three times lately by bicyclists, and he asked that bicyclists be obliged to carry a bell. He added that a messenger boy who knocked down his child, when asked why he did not ring his bell, said he did not have to. Merrill said that the City ordinance providing that bicyclists must carry bells, but there was no provision compelling them to use the bell. The matter was referred to the committee.

Regulating Payment of Money.
A rather voluminous ordinance regulating the mode of expenditure of public money and the presentation of claims, which was laid over at the previous meeting, was taken up at the table, but on its final passage, and passed by the vote of all the members present.

The ordinance provides that any warrants are drawn in payment of salaries or labor the payrolls therefor shall be certified by the heads of the respective departments, to the effect that the services have been rendered, and that the payrolls are then to be audited by the Auditor, and if not approved, shall be returned to the department head, and if they come, and if any changes are made therein, shall again be submitted for approval to the proper committee or the Board of Public Works.

The other provisions of the ordinance are in the same line, and while there is nothing wrong about them, it was remarked that they were very old-fashioned, but what any careful and prudent city official would see was done if there were no such ordinance. Mayor Rowe is not convinced of the necessity of such an ordinance on this subject, and intimated that he would probably veto it.

Abating a Nuisance.
An ordinance declaring it a nuisance to maintain and operate a steam laundry within the limits of block 167, laid on the table at a previous meeting, was taken up and passed. The ordinance declares that a steam laundry on block 167, west of the City Hall, is a nuisance, and that this ordinance was passed to abate the alleged nuisance.

An ordinance appropriating \$500 out of the general fund to purchase half of lot 5, block 7, in E. J. Murphy's addition, to provide a right of way for the extension of East Fourth street, was passed in order to avoid condemnation proceedings, the expenditure to be reimbursed out of the fund for the extension of said street, was read twice and referred to the committee on ways and means.

Other Ordinances.
An ordinance appropriating \$25 out of the general fund to purchase half of lot 5, block 7, in E. J. Murphy's addition, to provide a right of way for the extension of East Fourth street, was passed in order to avoid condemnation proceedings, the expenditure to be reimbursed out of the fund for the extension of said street, was read twice and referred to the committee on ways and means.

The reason for buying this land is that it is cheaper to do so than to condemn it. An ordinance authorizing the Board of Public Works to repair first street from Madison to Clay, by bringing the street to grade with crushed rock screenings, was passed.

An ordinance authorizing the Mayor and Auditor to issue a quitclaim deed to Mrs. R. A. Nickum for lots 5 and 6 in block 529 was passed.

An ordinance granting the City & Suburban Railway Company the right to construct and operate a street railway from the intersection of East Couch and East Twenty-eighth streets northward along East Twenty-eighth street to York street, was read twice and referred to the street committee.

An engrossed ordinance authorizing the City & Suburban Railway Company to make certain repairs on Williams avenue was put on its final passage and failed to pass by vote 7, ayes 2.

The people on Williams avenue are not satisfied with the way it is proposed to place the plank track, that the road surface, which would leave unimproved strips on each side of it.

Street Improvements.
Ordinances declaring the probable cost of improving streets and making appropriations therefor as follows were passed: East Twenty-sixth street, from East Third to East Burnside, \$1282.64; East Tenth street, from Tillamook to Thompson, \$1428.18.

First street, from 100 feet north of Gibbs to Whitaker, \$1091.71; Tillamook street, from East Twenty-fourth to East Twenty-seventh, \$267.60; Eleventh street, from Hall to College, \$655.26.

Hancock street, from 200 feet east of East Seventeenth to East Fifteenth street, \$356.61.

Ordinances providing for the time and

OREGON KING CONTEST

TRIAL OF CASE COMMENCES IN FEDERAL COURT.

Each Side Accuses the Other of "Claim Jumping"—Many Witnesses Are in Attendance.

The suit over the ownership of the Oregon King mine, in Crook County, was commenced before Judge Bellinger and a jury in the Federal Court yesterday afternoon. The principal plaintiff in the suit is Thomas W. Brown, of Roseburg, who alleges that he first located the mine in March, 1895, and that he subsequently re-located it in 1899. His contention is that the Oregon King Mining Company, which is now in possession of the mine, is a claim jumper, and that he has complied with every requirement of law relative to development work, etc.

That part of Brown's complaint relative to the first location was stricken out by Judge Bellinger, on demurrer, and Brown is thus compelled to make his claim solely on the validity of his subsequent re-location.

The contention of the defense is that Brown's location was invalid for a variety of reasons, and that he had abandoned the claim. The name of Columbus Friend was joined with that of Brown in the location, and the defense asserts that Friend freely gave his consent to the location, and that Brown never came forward to assert his rights until he had become convinced that the mine was a paying property. This was after the defendant company had spent \$40,000 in developing it, and the statement made by the attorneys for that side yesterday.

About 40 witnesses have been subpoenaed, and the trial will take several days. The plaintiff is represented by Dolph, Mallory, Simon & Garlin, H. M. Riddell and Albert Abraham, while the defense is represented by J. W. Wilson and E. Moody and J. M. Long, of Portland appear for the defendant corporation. Plaintiff Brown was on the witness stand most of the afternoon yesterday, and his testimony followed closely on the lines laid down by Mr. Abraham in his opening statement of the case to the jury.

DECAY WORSE THAN WEAR.
Why Wood Block Pavement on Fourth Street is so Bad.

Fourth-street property-owners are beginning to talk about repaving that thoroughfare with new five-inch blocks, and many of them look upon the project with favor, though they are waiting for someone to lead the way, so as to place it before the City Council.

Fourth street was paved with wood blocks in 1864 from Jefferson to Gilman street, the top layer being made of such a way as to make pretty rough driving or wheeling by this time. That portion taken care of by the Southern Pacific Company has been replaced several times since 1896, and as the railroad section is kept up better, all travel affects the middle of the street, thus subjecting the railroad portion to more than its share of wear and tear.

The blocks which have been torn up of late where sewer repairs were needed to be decayed their entire length, though that portion of the road and cushion has suffered more than that exposed to the atmosphere and wear. Where blocks have thus rotted at the bottom, they have been replaced from below the general grade, and the street therefore has become full of holes. The decay of five years' wear shows that this kind of pavement suffers more from decay than from the traffic it is subjected to, though that has been very heavy north of Yamhill street. South of that point the pavement is not so rough.

SANDY ROAD BIKE PATH.

Petition Presented to the County Commissioners—Road Matters.

A petition signed by 60 persons for a bicycle path on the Sandy road from East Sixteenth street to Troutdale was presented to the County Commissioners yesterday. It was reported upon favorably by Roadmaster Steele. The matter was taken under advisement.

The petition is signed by the principal thoroughfares of the county, and is the only main road in the county on which there is no path.

In the matter of the petition of A. C. Wilson and others for a county road, viewers were appointed.

Jennie A. Stephens filed a protest as to the proposed change in the location of the center of the Powell's Valley road north to the intersection of the Lusted road, and asks for damages, alleging that her property will be injured by reason of the change in the road. Final action was deferred. The viewers filed a report.

Complaint was made that telephone poles along the Salmon road, near the Division street are being placed in the gutter, where they will interfere when it is desired to work on bicycle paths. Roadmaster Steele was instructed to see that the poles are differently placed.

WILL BE HERE THREE DAYS

River and Harbor Committee Will See Oregon's Rivers.

Chairman Burton, of the river and harbor committee of the House, has accepted an invitation to visit the mouth of the Columbia river, and the committee will reach Portland on morning of June 23, and will be able to stay until the afternoon of the 30. Mr. Tongue thinks that the committee can be induced to remain until the evening of the 30th, reaching Tacoma on the morning of July 1. He will leave tomorrow morning for California to join the committee at San Diego or Colon, on July 11.

Mayor Rowe will in a few days take up the matter of the entertainment of the Oregon Gold Mining Company were held in the County Clerk's office yesterday. The incorporators are Ignatz Lowenhardt, Fred H. Rothschild, Thomas K. Muir, Capital stock \$40,000.

Articles were filed of the Robertson-Manning Company by W. E. Robertson, E. R. Manning and W. B. Peacock, capital stock \$75,000. The objects are to erect a building for the purpose of manufacturing in hardware, iron, steel and other metals.

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FINE BIRDS DEAD LOSS

PHASANTS SHIPPED FROM ASIA BY JUDGE DENNY.

Island on Puget Sound to Which They Were Sent Became a Public Shooting Ground.

Mrs. O. N. Denny suggests that some steps be taken by sportsmen to stock Oregon with the golden, silver, copper, green and Tragopan pheasants, which were shipped from China and Japan to Portland by her husband, the late O. N. Denny, in 1884. The birds came consigned to the old Multnomah Rod and Gun Club, which sent them to Protection Island, Puget Sound, to tide them over the winter. It was the intention to bring the birds back to Oregon in 1885 and turn them loose, but the club went to pieces before anything could be done. It is not known whether any of the birds are left on Puget Sound, as the owner of the island turned it into a shooting park for hire, and sundry sportsmen of Seattle, Tacoma, Olympia, Victoria, Port Townsend and other cities enjoyed for a time a high grade of sport that is not offered this side of Asia. Mrs. Denny says that the O. N. Denny estate has introduced several of the birds into Oregon and liberated them in Yamhill County. These are said to be doing

Judge Denny went to an expense of several hundred dollars to collect the birds in China and Japan. Frank T. Dodge, who was prominently identified with the Rod and Gun Club when the assignment arrived here, thinks there were about 13 varieties, composing 150 birds. Of these 30 were raggies and the remainder were divided up, being principally golden, silver, copper, green and Tragopan. The winter of 1884-5 was one of the hardest in the history of Puget Sound, and the birds here weak and in poor condition, and it was deemed imprudent to turn them loose. The Rod and Gun Club therefore rented a room 100 feet high and 100 feet wide, and hired a caretaker. The birds thrived for awhile, but disease appeared among them and they began dying.

At this time Mr. Dodge, who was superintendent of the river and Sound division of the O. R. & N. Co., suggested that the birds be sent to Protection Island, and offered transportation for the birds and a committee of the club. The offer was accepted and the sole settler on the island was paid \$25 a month to give the birds the freedom of his estate. Protection Island is an ideal place of refuge for strange birds. It comprises about 700 acres and is situated in the Straits of Juan de Fuca, between Port Townsend and about four miles from the nearest land. It is free from vermin, hawks, owls and other enemies of birds, and is a most desirable place for the birds.

The intention of the Rod and Gun Club was to stock Oregon with the birds after they had hatched in 1885. It was thought that the many birds necessary could be caught with nets. Toward the close of 1885 the Rod and Gun Club disbanded, and as a matter of course the monthly remittance of \$25 to the owner of the island ceased. The owner sent numerous dogs to Portland, in which he said that unless he was paid he would claim the birds as his own. Subsequently he mailed two notices to the birds, saying that he no longer the property of the Rod and Gun Club and that they were his for the amount due him for services. Finally the owner came to the island, and saying that he no longer the property of the Rod and Gun Club and that they were his for the amount due him for services. Finally the owner came to the island, and saying that he no longer the property of the Rod and Gun Club and that they were his for the amount due him for services.

THE "PORTLAND-CHICAGO SPECIAL."
The question of properly advertising this section is now prominent in the minds of the local citizens of our state. It is safe to say that the O. R. & N. Co. has been in vain in print more often than any other thing in which the name of our city appears. By the way, have you seen "Portland" appear in the name of any other thing in any line? The O. R. & N. Co. never fails to get Portland before the people, so reciprocate and ride on your name-sake. Lowest rates always. Ticket office Third and Washington.

SIX HOURS ON THE COLUMBIA

You can leave Portland on the "Chicago-Portland Special" at 9 A. M. any day, and connect with the steamer at Cascade Locks, which will get you home at 1 P. M. This trip is the only one of the kind, and the scenic attractions of the Columbia River cannot be seen to better advantage. You can't afford to miss it. The best rates going and age O. R. & N. Co., Third and Washington.

WHAT DO THE CHILDREN DRINK?
Don't give them tea or coffee. You tried the new food called GRAIN-O? Delicious and nourishing and takes the place of milk. It is the only food that children can eat and which will give them the more health you distribute through their system. Grain-O is a most perfect food, and when properly prepared tastes like the choice grades of coffee but costs about 1/4 as much. All grocers sell it. 1 lb. and 25c.

IF Baby Is Cutting Teeth.
Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup for children's teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

For 40 years Cook's Imperial Extra Dry Champagne has stood the test for purity and its delicious bouquet.

NEW OVERLAND TICKET OFFICE.
For all points East. Lowest rates. Succession of excursions. Excellent service. Personally conducted excursions daily, via Rio Grande Western Railway, 123 A. Third street, entrance new Falling building.

GAS OUT.
Right Food (Grape-Nuts) Does Not Generate It.

Schoolma'ams have troubles of their own. Their work is of a nerve destroying character and frequently the question of food is a serious one with them. The right action to take is to get the Grape-Nuts and many other disorders of the body.

Saddle Cramer, 191 Olney avenue, Marion, O., says that after she had suffered from stomach trouble for years and without being able to find food that would agree with her, she finally was induced to try Grape-Nuts. The trouble with gas and nervousness, coming from indigestion, disappeared, and her own testimony says, "I gained in flesh so much that now I am heavier and better than I have ever been during the eight years I have taught school here."

My stomach does not cause me the least trouble. I can eat anything I wish, but still continue to eat Grape-Nuts Food. For I like it and know of its value."

BORN.
YOUNG—To the wife of George Young, of Fort Bend, Cal., a son, June 5, 1901, to the wife of A. G. Clark, a son.

EDWARD HOLMAN, Undertaker, 4th and Yamhill sts. Rena Stinson, lady assistant. Both phones No. 507.

Finley, Kimball & Co., Undertakers, Lady assistant. 275 Third st. Tel. 9.

F. S. Dunning, Undertaker, 414 East Alder. Lady assistant. Both phones.

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FOR SALE OR TRADE FOR LADY'S WATCH, ladies' 1901 wheel, used two weeks. Address: 414 E. 4th, Cor. Oregonian.

CLASSIFIED AD. RATES.

"Rooms," "Rooms and Board," "Housekeeping Rooms," "Situations Wanted," 15 words or less, 15 cents; 16 to 20 words, 21 cents; 21 to 25 words, 25 cents, etc. No discount for additional insertions.

UNDER ALL OTHER HEADS except "New Today," 30 cents for 15 words; 40 cents for 16 to 20 words; 45 cents for 21 to 25 words; 50 cents for 26 to 30 words; 55 cents for 31 to 35 words; 60 cents for 36 to 40 words; 65 cents for 41 to 45 words; 70 cents for 46 to 50 words; 75 cents for 51 to 55 words; 80 cents for 56 to 60 words; 85 cents for 61 to 65 words; 90 cents for 66 to 70 words; 95 cents for 71 to 75 words; 1.00 for 76 to 80 words; 1.05 for 81 to 85 words; 1.10 for 86 to 90 words; 1.15 for 91 to 95 words; 1.20 for 96 to 100 words; 1.25 for 101 to 105 words; 1.30 for 106 to 110 words; 1.35 for 111 to 115 words; 1.40 for 116 to 120 words; 1.45 for 121 to 125 words; 1.50 for 126 to 130 words; 1.55 for 131 to 135 words; 1.60 for 136 to 140 words; 1.65 for 141 to 145 words; 1.70 for 146 to 150 words; 1.75 for 151 to 155 words; 1.80 for 156 to 160 words; 1.85 for 161 to 165 words; 1.90 for 166 to 170 words; 1.95 for 171 to 175 words; 2.00 for 176 to 180 words; 2.05 for 181 to 185 words; 2.10 for 186 to 190 words; 2.15 for 191 to 195 words; 2.20 for 196 to 200 words; 2.25 for 201 to 205 words; 2.30 for 206 to 210 words; 2.35 for 211 to 215 words; 2.40 for 216 to 220 words; 2.45 for 221 to 225 words; 2.50 for 226 to 230 words; 2.55 for 231 to 235 words; 2.60 for 236 to 240 words; 2.65 for 241 to 245 words; 2.70 for 246 to 250 words; 2.75 for 251 to 255 words; 2.80 for 256 to 260 words; 2.85 for 261 to 265 words; 2.90 for 266 to 270 words; 2.95 for 271 to 275 words; 3.00 for 276 to 280 words; 3.05 for 281 to 285 words; 3.10 for 286 to 290 words; 3.15 for 291 to 295 words; 3.20 for 296 to 300 words; 3.25 for 301 to 305 words; 3.30 for 306 to 310 words; 3.35 for 311 to 315 words; 3.40 for 316 to 320 words; 3.45 for 321 to 325 words; 3.50 for 326 to 330 words; 3.55 for 331 to 335 words; 3.60 for 336 to 340 words; 3.65 for 341 to 345 words; 3.70 for 346 to 350 words; 3.75 for 351 to 355 words; 3.80 for 356 to 360 words; 3.85 for 361 to 365 words; 3.90 for 366 to 370 words; 3.95 for 371 to 375 words; 4.00 for 376 to 380 words; 4.05 for 381 to 385 words; 4.10 for 386 to 390 words; 4.15 for 391 to 395 words; 4.20 for 396 to 400 words; 4.25 for 401 to 405 words; 4.30 for 406 to 410 words; 4.35 for 411 to 415 words; 4.40 for 416 to 420 words; 4.45 for 421 to 425 words; 4.50 for 426 to 430 words; 4.55 for 431 to 435 words; 4.60 for 436 to 440 words; 4.65 for 441 to 445 words; 4.70 for 446 to 450 words; 4.75 for 451 to 455 words; 4.80 for 456 to 460 words; 4.85 for 461 to 465 words; 4.90 for 466 to 470 words; 4.95 for 471 to 475 words; 5.00 for 476 to 480 words; 5.05 for 481 to 485 words; 5.10 for 486 to 490 words; 5.15 for 491 to 495 words; 5.20 for 496 to 500 words; 5.25 for 501 to 505 words; 5.30 for 506 to 510 words; 5.35 for 511 to 515 words; 5.40 for 516 to 520 words; 5.45 for 521 to 525 words; 5.50 for 526 to 530 words; 5.55 for 531 to 535 words; 5.60 for 536 to 540 words; 5.65 for 541 to 545