

FOR GOOD ROADS

Convention Will Be Held in Portland in October.

J.W.ABBOTT ARRANGES MEETING

Effort will be made to bring good roads to the Northwest to give practical instruction in roadmaking.

At a meeting of the Chamber of Commerce held yesterday morning arrangements were made with James W. Abbott, special representative of the Department of Agriculture, to hold a good-roads convention in this city some time during the week ending October 18. If possible, the good-roads train will be brought to Portland so that a practical as well as a theoretical demonstration of the best methods of roadmaking can be illustrated to those interested.

The meeting of the trustees of the Chamber of Commerce was called to order in the office on Washington street at 11 o'clock in the morning, with President Meers in the chair. The following members were present, and constituted a quorum of the board: Messrs. Burns, Ayer, Warren, Ribson and Russell. In addition to these, Mayor Williams, W. E. Conner, of the Southern Pacific Company, H. B. Tietzen, president of the Chamber of Commerce of Salem, Judge Scott, of Salem, and Mr. Abbott were present.

After the meeting was called to order Mr. Abbott was introduced, and gave a short talk on the value of good roads and the work that was being done by his branch of the department. He dwelt at some length on roads that were of some practical worth to the community in which they were established. He showed how they were beneficial to every one, from the school children up. All means of communication and the dissemination of news among the country people depended more on this part of public improvements than on anything else. They were necessary for the marketing of the produce of the country and for the securing of the necessities of life for those persons who dwell at some distance from railroads. Mr. Abbott then told of the work that had been done along the lines of some of the Southern railways through Mississippi, Louisiana, Georgia and numerous other states in that section. The direct results had been, from the teaching of the people of these localities, far greater than had been anticipated. The work was carried on by means of lectures and speeches on the art, for such it is, of roadmaking, and great help was derived by having a train provided with the necessary appliances for the construction of these highways. This train was hauled by the railroads free of charge through the country in which the instruction was given.

"The road department, under the charge of Director Dodge, was greatly pleased at the work in the South, and feeling that the people of the Northwest were entitled to same consideration, decided to bring the work for the year should be carried on in this country. Numerous applications had been received from the Northwest for the convention, and the officials of the Great Northern Railway were called upon and asked to do their share of the work. They replied in the course of two weeks' time that they would be glad to haul our train and make arrangements for us, but that we would have to, on account of time, limit our conventions and demonstrations to that section of the country east of the Rockies—Minnesota, North Dakota and the Northwest region. This was, of course, a most generous offer, but it shut us out from the Pacific Northwest, a region that we particularly wanted to visit this year.

"On further consideration of the matter we came to the conclusion that we could visit this section after we had finished the work further west, but we would have to leave our train behind and restrict our teachings to the convention. This, of course, is not so valuable to the farmer and the people in general in good highways, but it is nevertheless of great benefit, and should not be regarded as mere work on paper.

"We will visit Seattle the first week in October, come to Portland the second, and go to Spokane on the 18th of the month. We will expect that a hall will be furnished for our convention, and if we are given a list of those who are interested, we will send the proper invitations to the County Road Supervisors, County Commissioners and such officers should be present, in addition to all who are interested in the movement for good roads throughout this part of the country."

At the conclusion of these remarks, Mr. Ayer asked if the advantages of a convention were of any value if the train were to be left behind. Mr. Abbott said he thought that they were. Mr. Ayer moved that the Chamber of Commerce ask the co-operation of the Seattle and Spokane bodies, and request that they be taken to the Great Northern Company to send the train west when it was done with North Dakota. This motion was passed. Mr. Abbott agreed to be of the opinion that the railroad would bring the train here if it was shown that it was wanted badly. Mr. Conner stated that the Southern Pacific Company would be glad to do all in their power to help the matter along, and that reduced rates would be made for the occasion. He also said that if the train was needed at any of the Valley points, he would gladly transport it there.

"You will have to furnish a few laborers to work the apparatus, and some rock and other material for the road work if the train is to come," said Mr. Abbott. "A good location will be selected and a first-class piece of construction will be done that will show what the benefits will be from good roads. Acting on Mr. Ayer's motion, the Chamber will immediately correspond with the Washington cities and see what can be done toward getting the railroad to haul the train through to the Coast. In any event, the convention will be held here, train or no train, some time between October 18 and 18. Mr. Abbott left last night for Spokane and St. Paul, where work will soon begin along the line of the Great Northern.

A communication was received from Governor Geer, complying with the request of the Lewis and Clark Fair directors, and appointing H. D. Conner, commissioner to Japan for the Lewis and Clark Fair. It reads as follows:

"Answering yours of the 11th inst., I desire to say that I have today made out Mr. Conner's commission as a representative of Oregon to Japan in the Lewis and Clark Centennial. No better man for the work could have been selected."

"I also acknowledge with pleasure the formal invitation to be present at the laying of the cornerstone of the Lewis and Clark Centennial. I shall regard as a pleasant duty."

A communication was received from the directors of the Lewis and Clark Fair, requesting that the Chamber appoint a committee to act in conjunction with the committee of the fair directors toward getting an exhibition to send to Osaka next Spring. "Who were named by the

fair directors as a committee to see to this?" asked Mr. Ayer.

"Messrs. Wessinger, Devers and Fried," said the secretary of the Chamber.

"Well, as they are all members of the Chamber of Commerce, I move that they be appointed as the Chamber of Commerce committee on the matter," said Mr. Ayer. "Then they can be consulted from both bodies, and that will save them some bother."

A petition was received from the citizens of Burns, regarding the proposed forest reserve, but as the time of some of the members was limited, action was postponed to the next meeting. There being no further business, the meeting was adjourned until next Tuesday.

NEW CASE OF SMALLPOX

Frank Eccles, of Portland, Contracts Disease at Hood River.

Frank Eccles, a boy 15 years old, was reported to City Physician Zan yesterday as suffering with smallpox at his home, at 343 Stanton street. The boy had just returned from a Summer vacation at Hood River, and contracted the disease at that place. The only occupants of the house are the boy and his mother. He did not want him taken to the Pesthouse, so Dr. Zan quarantined the place on the promise of the mother to obey



JAMES W. ABBOTT, OF UNITED STATES DEPARTMENT OF AGRICULTURE.

the quarantine rules, and not go out and spread the disease.

A young woman at Orchard Home, who is down with smallpox, will probably be taken to the Pesthouse today. Her parents at first objected to her being taken away, and the place is outside of the city limits, the authorities are powerless to compel the removal of the patient. The neighbors have protested vigorously to her staying where she is, and the parents at last signified their willingness to have her treated at the Pesthouse, where she will receive better attention than she could get in her own household.

PERSONAL MENTION.

Attorney N. D. Simon has returned from a three-day visit to the Coast.

Police Captain Moore, returning yesterday from a vacation trip to St. Martin's Springs.

Hon. T. H. Tongue, who is on his way to Seattle, was registered at the Perkins yesterday.

Hon. J. N. Williamson passed through the city yesterday en route to Prineville from the seashore.

The Rev. W. T. Jordan, pastor of Calvary Baptist Church, Denver, is a guest at the home of Judge J. E. Magers, 700 East Ash street, for a few days.

L. T. Harris, State Representative from Lane County, and candidate for Speaker of the House at the next session of the Legislature, is registered at the Imperial from Eugene.

Kenneth C. Miller, son of H. B. Miller, was registered at the Imperial yesterday from Eugene. He came to this city to visit his father, who has just returned from his post as American Consul at Niu Chwang, China.

William C. Carl, of New York, well known as a musician and composer, and as organist of the First Presbyterian Church and director of the Quintet Organ school, is at the Portland. Mr. Carl is on his way to Alaska, where he will remain a month or so. Returning he will give concerts in Portland and other Coast cities before taking his departure for New York.

United States Senator J. V. Quarles, of Wisconsin, arrived at the Hotel Portland yesterday morning from Puget Sound, and left in the afternoon for the East. Senator Quarles has large lumber interests in the East, and made the trip for the purpose of inspecting the Western field. He makes the prediction that five more years will see Minnesota and Wisconsin stripped of timber.

H. H. Brooks, editor of the Livestock Champion, of Amarillo, Texas, and representing the Chicago Livestock World, arrived in Portland on the Northern Pacific last night. The object of his visit is to write up pointed articles on the livestock industry and also the adaptability of the states of Oregon and Washington for the range cattle industry, and for stock farming generally. The articles will be jointly published in the papers mentioned and also in pamphlet form for free distribution to homesteaders, and Mr. Brooks will be glad to receive through the Portland postoffice communications regarding the price of lands, locations and the history of the various pure-bred herds of cattle, horses, sheep and goats in the territory named. He will be in Portland and surrounding towns for the next 10 days collecting facts and figures for the articles to be published.

NEW YORK, Aug. 19.—(Special.)—W. C. Dunaway, of Portland, called at the Eastern office of the Oregonian today.

NEW YORK, Aug. 19.—(Special.)—Northwestern people registered at New York hotels today as follows:

From Spokane—T. Maione, at the Imperial.

From Seattle—K. J. Phillips, at the Belvidere.

From Salem, Or.—H. H. Giltry, at the Imperial; C. B. Wright, A. J. Anderson, at the Waldorf.

Mrs. Mollie Allen, of South Fork, Ky., says she has prevented attacks of cholera morbus by taking Chamberlain's Stomach and Liver Tablets when she felt an attack coming on. Such attacks are usually caused by indigestion, and these tablets are just what is needed to cleanse the stomach and ward off the approaching attack. Attacks of cholera morbus may be prevented in the same way. For sale by all druggists.

HERE IS A TANGLE

New Sidewalk Ordinance involved in Legal Dispute.

DOUBT AS TO POWER OF CITY

Members Board Public Works Hold That Council Cannot Name Districts in Which Wooden Walks Shall Not Be Laid.

All the work the Common Council has done in the interest of good sidewalks is involved in a legal tangle. The opinion of two members of the Board of Public Works is to the effect that the city cannot

compel the laying of concrete or brick walks, and that an order for repairs may be made only in the usual way, that is, by the adoption of a resolution of intention to improve and instructions to the City Engineer to proceed with the work. If these opinions should be sustained, the Rumelin and Sharkey ordinances, naming districts in which wooden walks shall not be laid, are just so much waste paper.

Like all important matters, the supposed illegality of the ordinances came out at an unexpected time and in an unexpected way. The Board of Public Works was in session yesterday afternoon, and Mr. Cogswell incidentally stated that wooden walks were being built in the prohibited districts after the ordinance had been passed by the Council and signed by the Mayor. He thought that as soon as the ordinance was signed it became a law, and thereafter no wooden walks could be built.

"No permits were taken out after the signing of the ordinance," said City Engineer Elliott.

"As soon as the ordinance was signed, no more wooden walks could be put down," said Mr. Cogswell. "This is a police regulation. After the ordinance was signed, the Mayor's hands were stopped from descending on the nail."

"I guess you are right about that," said Mayor Williams.

"I think I am," replied Mr. Cogswell, with the air of a man who was certain of his position.

"Some of the people, however," said the Mayor, "entered into contracts for lumber before the ordinance was passed."

"But that makes no difference," said Mr. Cogswell, "for this is a police regulation."

"Under a rigid rule of law," said the Mayor, "the laying of wood walks should be prohibited within the limits prescribed after the signing of the ordinance."

"It appears that we need an additional ordinance," said Richard Williams. "The City Engineer is proceeding on the assumption that when a notice is given the property-owner must build the walk."

"If no permits are given and they should build it, would it be all right?" said the Mayor. "We cannot compel them to build."

Must Proceed in Regular Way.

"To compel them," remarked Richard Williams, "we must proceed in the regular way. A resolution of intention to improve must be introduced in the Council, and it might be killed by a remonstrance."

"In that event we might have no walks at all," said Chairman Mills.

"The ordinances," resumed Mr. Williams, "are good, but we should not compel people in the remote districts to lay concrete and brick walks. In the fire limit it would be best to have such pavement."

"If the Council declares its intention to build a walk in any part of the city," said the Mayor, "that walk will have to be built."

After a discussion of the percentage of property required to defeat such a resolution, Chairman Mills spoke about the duties of the City Engineer. Mr. Elliott's deputies might report walks to be in bad order, and if repairs were not made the city would be liable for damages for injuries which pedestrians might sustain by reason of defective planks.

"But if he should recommend that cement be laid, can we order that?" inquired Mr. Williams.

"If the improvement is not made in due time, the matter could be referred to the Council and a resolution passed," said the Mayor.

"The City Engineer," replied Mr. Williams, "might report to the Council, which would pass an ordinance directing the improvement."

The discussion ended, and now it remains for the Council to settle the controversy.

Dangerous Bridges Closed.

Mr. Cogswell reported that the bridge at Holladay avenue and East Sixteenth street was in danger of collapsing, and he suggested that it be torn down. The bridge was declared dangerous and closed by City Engineer Elliott some time ago.

Mr. Elliott said he had closed the Grand-avenue bridge over Sullivan's gulch. The foundation of the bridge is rotten and the piling like so many shells.

A final test of the structure was made by placing a bucket of water on the deck and having a team drive within a few feet of it. The vibration was so great

that some of the water was jolted out of the pail. The City & Suburban Railway Company has tracks over this bridge, but only a few cars are run during the day. Its closing will not cause any great inconvenience, except to the residents of the vicinity.

Mr. Mills suggested that as it was probable that two-thirds of the bridges in the city might be closed by the first of the year, the Engineer prepare estimates for their repair. If the new charter should be passed by the Legislature there would be money to carry out the work, and there would be a general demand for the reopening of the bridges. Under the charter the money would be raised in assessment districts as it is now raised for sewers in sewer districts. The suggestion was adopted, and Mr. Elliott will have his estimates ready so that work can be carried on without delay if the charter should be passed.

Contracts and Bids.

The contract for the construction of a sewer in Borthwick and Prescott streets was let to J. B. Siemmons, the lowest bidder. Bids for this work were received some time ago, but were rejected, as they were too high. Re-advertisement was ordered, and Siemmons' bid was \$400 less than the lowest previously received.

Only two bids for the improvement of Sawyer street from Front to Twenty-eighth were received. They were from the Star Sand Company, which offered to do the work for \$1,637, and South Portland, \$11,448.88. Both were considered too high and were referred to the City Engineer for examination. Mr. Elliott's estimate for the improvement was \$5500. He placed the cost of macadam at \$2, which he said was in excess of the actual cost of delivery, but the bidders put their figures for the material at \$2.35, or about 60 cents more than some members of the board thought it was worth.

Steel Bridge Poorly Lighted.

Richard Williams called attention to the fact that the west approach of the steel bridge is so poorly lighted that employees of the street cleaning department are constantly in danger of being run down by electric cars during the night. One man had two narrow escapes and his life was saved the second time only by the timely discovery of his presence on the bridge by the motorman of a car which was within a few feet of him. There is an arc light at the intersection of Third and Gilliam streets, but it can hardly be seen from the curve in the bridge.

The matter of exchanging the present steam roller for a new one and paying the sum of \$2500 in addition was laid on the table, as the city has not the necessary money. It may be taken up at a future time.

Deputy City Attorneys Kavanaugh and Fitzgerald asked for and were granted a week in which to file a report in the matter of closing the entrance to the docks from the west approach to the Morrison-street bridge.

A complaint from Perry Baker regarding the obstruction of Front and Columbia streets, in front of Honeyman's foundry, was referred to City Engineer Elliott.

HOW ABOUT THESE PERMITS?

Owners Who Did Rush Act in Sidewalks May Regret It.

City Attorney McNary seems to be of the opinion that the permits for the laying of wood sidewalks secured after the new ordinance was passed and before it was signed by the Mayor are invalid, and that the owner of the walks renders himself liable to have the wood structure torn up at any time. This supposition is based on the following reasoning: The new ordinance requires that all walks shall be of artificial stone, or of some other durable material, and that no wood walks can be constructed within the prescribed limits. Thus wood walks are barred, no matter if the property-owner has a permit or not. The ordinance says nothing about permits in this matter. It stipulates that no wood shall be used, and it is evident that all the permits issued before the ordinance went into effect are of no value at all, if the walks have been laid since the Mayor signed the ordinance.

Most of those who secured these permits have completed their walks, there being but six or eight that are not yet done. Of these, two are on the West Side, one at Twelfth and Gilliam streets, and the other at First and Lincoln streets. The first of these is to be over a three-foot fill, so that in any case the new law would not affect it. The other is about to be started, possibly today. There are a few on the east side of the river, the exact number not yet being definitely known. In all, there were about 300 feet of walk constructed under these permits, and Mr. McNary thinks that they may be removed at any time, since they were illegally laid without permits.

Just what action he will take in the matter is not known, though he will hardly go to the extent of damaging several hundred feet of new wood walks. He may make the fact a threat, but not yet completed the work lay concrete. Officials at the City Hall said yesterday, "Well, all those who have used such poor walks for the past few years, that the public is glad that they laid any kind of a walk. Most of their walks were in such bad condition that anything is acceptable in their place."

The City Attorney's statement regarding the matter is as follows: "My attention has been called to the fact that many property owners are proceeding with the construction of sidewalks under permits secured after the passage of the ordinance, and before the signing of the same. Such persons should be warned that such contracts are null and void, and that if they proceed with the work they will be liable for the cost of the work."

It is the consensus of opinion of the most prominent residents of Portland that business in their line is moving more rapidly just now than it has during any August for many years. Even those who say that business is dull and that more real estate is changing hands this season than they expected.

"Why, yes," said J. W. Blain, of Grindstaff & Blain, yesterday, "the market is very encouraging now. Of course, this isn't our busy season, but we have steady sales; and there are plenty of men coming to us every day to inquire about building. Room talk doesn't go in this town, and we never try to, for what we wish is a steady, reasonable development. We are pushing a small addition in extreme North Portland, and are selling lots right along. Naturally, we have few large transactions at this season. You may say, however," continued Mr. Blain, "that we have bought from Mrs. Dekum the quarter block lying at the northeast corner of Nineteenth and Davis streets. The gentleman for whom we bought it is a long-established man of Portland. He desires that neither his name nor the consideration be made public at present, but as there is an expensive residence on the property now, you see, the amount was quite large."

"Another large residence deal was transacted last week in the purchase of the V. Schmidt residence by Dr. George W. Schmidt, the dentist. The consideration has not yet been made public."

Lost Money and Tickets.

Hard Luck of Oswego Postmaster—Victim of Pickpockets.

The police were searching yesterday for the thief who stole a purse containing \$5 in gold from George Prosser, the Postmaster at Oswego, as he was boarding a car bound for the circus, on Third street, near Morrison, Monday night.

Accompanied by his family, Prosser came to Portland Monday, intending to take them to the circus on the complimentary tickets given him. The tickets

states that they could rent full 100 more houses than they have control of at present.

"The greater part of the people now coming to Portland are from the Middle West," declares Mr. Watkins, "Michigan, Wisconsin, and especially Kansas, furnish most of Portland's immigrants, and they are all looking for homes. When the strike occurred, we were planning to erect one brick building and five frame residences, but they will now be held over until next spring."

Notwithstanding the fact that some people declare that there is "nothing doing" in the real estate way, several transactions involving quite large amounts have taken place in the last few days. The largest sale of residential property lately has been that of the Forbes residence, northwest corner of Park and Ford streets. This desirable property, which is 16,000 feet, has been sold to Graham Glase for \$15,000. This is in one of the most fashionable residence districts of the city, and Mr. Glase, after a few alterations, will make it his home.

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Mount Hood Government Camp. Good hotel, rates reasonable. Safe guide for mountain climbing. Address A. M. Youm, manager, Salmon, Or.

Major John M. Burke, for 30 years on the plains and in exhibition in connection with Colonel W. F. Cody (Buffalo Bill), is in the city. Yesterday he was accompanied by General Dan W. Burke, of Portland. The Major says: "Buffalo Bill will be with the Wild West. He is still rugged and healthy and will give his exhibition in Portland complete in every detail, the same as in New York, London, Paris and Chicago. He has 600 men and 500 horses. The performance is given in the open air, and is surrounded by covered seats for 1500 people. There are 15 different races and nations of soldiers and warriors."

BUSINESS ITEMS.

If Baby Is Cutting Teeth.

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the inflamed parts, allays all pain, cures wind colic and diarrhoea.

Picture Framing done in a most satisfactory manner—Very low prices. (SECOND FLOOR.)

Meier & Frank Company

Purple and white Bunting and Ribbons—Decorate for the Carnival—Any quantity—Lowest prices.

Iron and Brass Beds—Mattresses, Springs, Pillows, Comforters, Blankets, etc.—(3d floor.) Estimates cheerfully given on Hardwood Flooring—Work guaranteed—(3d floor.)

The New Gloves

Today let's consider Gloves—We bring down all the new importations of "Perrin's" splendid make as well as others—There's a great difference between new gloves and old gloves—Gloves and flowers wither with age—The difference in the two is only one of degree—We are proud of this glove sharing—We feel a particular proprietorship in every individual pair—Every pair of gloves which comes into this store, comes to us direct from the man who made them—All the gloves we sell, with the exception of one or two lines of domestic gloves, are made just to our own liking—to your own liking, as we have learned it, and every penny of the price you pay us for gloves goes into the gloves—not a cent for commissions.

The new Fall "Perrin's" are finer quality than ever before—All the latest shades—Every size and style—We're pleased to show them to you.

"Peninsular" Stoves

The chilly mornings and the cooler nights or how do you feel if your breakfast is late? All this tells us it's time to talk Stoves—Heating Stoves and Cooking Ranges. The "Peninsular," the king of stoves, has for more than fifty years satisfactorily served thousands of homes. The line here complete with every size and style one may desire, and all we ask you is the usual dry goods margin of profit. They're here to be shown and an experienced stove man to explain the many merits—Look around town carefully and we are satisfied you'll decide that none are the equal of the

"Peninsular"

(BASEMENT.)

August Linen Sale offers the best Linen bargains of the year. New Crepe de Chine Fichus in white and pink, \$5.00. New black and white Silk Boas, beautiful styles, \$5.00 to \$15.00.

French Coats

Just seven of them—Imported models came by express yesterday—The very latest in tweeds and meltons, gorgeously trimmed and made in the very height of fashion and so reasonably priced that we don't expect to keep them many days. They are without doubt the most attractive Fall Coats ever shown in the history of ready-made garments.—(2d floor.)

Round the Store

New Dress Trimmings. Novelties in silk and leather Belts, latest styles. New Walking Suits and Walking Skirts in slot seam effects. New leather Wrist Bags. Initial Silk Scarfs for ladies and men. New Lace Hosiery for Fall. New felt Walking Hats.

Meier & Frank Company

REALTY MARKET IS GOOD

DEALERS ALL REPORT AN ACTIVE MOVEMENT.

Strike Influences Are Over, and Much Building is Going On—Important Sales.

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Olds, Wortman & King

SPECIAL VALUES IN ROYAL WORCESTER CORSETS, WOMEN'S FINE HOSIERY AND LACE CURTAINS—

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