## THE MORNING OREGONIAN, WEDNESDAY, SEPTEMBER 3, 1902

# PAY FOR SPRINKLER

Board of Public Works Considers Question.

street committee.

department, \$5572.

The

complained that the city carts had been backed up against the artificial stone curbing and had chipped off portions of

the cement. It was referred to Superin-tendent Donaldson.

Estimates of expenses for September

were: Street cleaning and sprinkling de-partment, including feed for four months, \$3542.56; pound department, \$353; Engineer's

DOG OWNERS BUY TAGS.

City Treasurer Kept Busy Picking Out Lucky Numbers.

City Treasurer and his deputy was re-

lleved somewhat yesterday by the open-ing of the dog license season. For the

past month the occupation tax, the ped-

lously awaited the theatrical event of the

"You can't have No. 1. J. C. Stuart

Schmalz before he had an opportunity to change his mind. The Treasurer feared

that he would pass it back, for super-

Tag 13 for a male dog was taken by

trouble among themselves, and next came J. C. Stuart, who renewed his application

he says, he will have to give up his lease. His fex terrier is now very old, and will not live another year. Dr. Jefferson holds

No. 2, and unless things change he will

succeed Mr. Stuart as the head of the

Little Hazel Wilkinson demanded No.

father was a member of the Police De-partment, and that was his number, and

she had to have it, and that was all there was to it. The accommodating Treasurer went to the bottom of the box

for No. 51, and little Hazel was sent away

C. E. Dustin, of 426 Alder street, thought

that 19 was his lucky number and he asked for it and it was given to him. Park

Commissioner Henry Fleckenstein wanted 1 10 or 100. Both 1 and 10 had been taken,

and he had to be content with 100. Frank

T. Dodge, secretary of the Water Com-mittee, was also a candidate for No. 1,

but he was satisfied with No. 11. All told there are probably 2500 dogs in

the city, and about 2200 will be licensed

The tax on male dogs is \$3, and on female

TEARING DOWN OLD SHACKS

Wells-Fargo Company May Erect

Durable Structure on Their Site..

51, and none other would suit her.

He has had the number for

Her

run down by a train.

list.

happy

dogs \$5 per year.

monotony of the official life of the

**OBJECT TO 12 HOURS' CHARGE** 

George Simms, of City & Suburban Company, Demands Pay for Men When Working Overtime-Improvement Bids Opened.

Another chapter to the street-sprinkling question was added yesterday, when George Simons, of the City & Suburban George Simons, of the City & Suburban Railway Company, dropped in at a meet-ing of the Board of Public Works and (old why a charge for 12 hours' work per day had been made by the employes of the railway sprinkler. The chim had come up at a previous meeting of the board, and then it was looked upon as overtaga-tion. The heard was not incidend to may dlers' and oll other taxes have burdened the minds of the officers, and they anxyear-the disponal of the fatal number 13. They reached their office on schedule time m. The board was not inclined to pay and to Mr. Cogswell was delegated yesterday, and they expected to have a great deal of amusement in getting rid of the duly of ascertaining whether it should be honored, and if so why. Mr. Cogswell the unlucky number. But they were sadly-disappointed. The first man who called was Robert Schmalz. made a report which in substance was made a report which in summaries was that Mr. Simons himself was present to explain the charge. Mr. Simons was guietly but very much in evidence. He had a few words to say, and he uttered them in such an key tone that the therhad a lease on that, Mr. Schmalz," said the City Treasurer, before the owner of the canine reached the counter, "Don't want it," said Mr. Schmalz. ometer dropped to the zero mark, and e overheated listeners tossed their fans am after No. 13, for a female dog, and I want it, too." Thirteen was dug up and passed to Mr. The contract for the street sprinkaside. ling, he said, called for a day of 16 hours. The men had often to work 11, 12 and 12% bours in order, to cover the routes, and water was thrown from the minute the car left the barn until it returned. The stition clines to the number. No less than five dogs that have worn it durcity should pay its pro rata, which was \$1 571; per hour. He knew where the ing the past few years have met tragic denths, and one of them belonged to Frank Hacheney, who, when City Treasaprinkler was every hour of the day. If necessary he would furnish the City Engi-neer with a copy of the daily report, so urer, took the tag because everybody else had refused it, and he had to get rid of that a checking up system might be in-augurated and it would be shown that the boys were not sunning themselves on the track or shading themselves under trees. It was all the same to him. The Miss C. E. Long, for whom the number had no terror. Then came a dozen others, who acrapped over No. 5. They settled the city was getting for \$16 the equivalent of a \$30 cart service. The best service could be obtained from a 12-hour day. The com pany had had 10-hour days, and the city had always paid for overtime. for tag 1. years, and as an old patron of the city it has always been held for him. This year,

Superintendent Donaldson, of the Street Cleaning and Sprinkling Department, said the routes could not be covered in a 10hour day, and he had given orders that certain portions of the city be left out each day. For example, if South Port-land were sprinkled and Albina omitted today, the conditions would be exchanged

"Three years ago," broke in Mr. Simons, "they euchered me out of \$100." The board did that?" said Richard

Williams. "No," declared Mr. Simons, in a voice that raised the temperature to which his previous iciness had imparted a chill, "Walter Burrell did it. He thought we could operate the sprinkler just as we

operate the cars." "He certainly was looking after the interests of the city," remarked Mr. Will-

"Yes, and very well, too," responded Mr. There were no further remarks and the

matter went over. Improvement of Seventh Street.

Bids for the improvement of Seventh street, from Taylor to Gilsan, work upon which will be begun soon after the Car-nival is over, were opened. For that portion from Burnside to Glisan-Belgian block upon a concrete foundation-the bids were as follows: Frainey & Kenting. 120,534 52; J. R. O'Neill, \$27,521 65; Smyth & Howard, \$8,361 75, orbitting the block facing the Custom-House; J. W. Sweeney, \$22,022 40. For the portion between Burn-side and Taylor-esphalt upon a concrete

Yesterday morning a contractor acting for Wells, Fargo & Co. began tearing down the old shacks on Yamhill street, between Third and Fourth streets. These two wooden buildings were partially de-stroyed by fire a few weeks ago, and are foundation-only one aid was received, and that was from the Trimidad Asphalt Company. The sim named was \$32,751 50. The estimate of City Engineer Eilliot for this part of the work was \$30,725.

repair the department will attend to it, if the fire department' should not have a FRANCHISE IS HELD man to spare for the work. F. W. Mulkey filed a protest against the quality of rock that is being used in the inprovement of Front street between ABSENCE OF STREET COMMITTEE Main and Madison. Mr. Williams and others who had seen the material thought MEMBERS CAUSES DELAY.

It was of good quality. It had been ac-cepted by the City Engineer, but to sat-isfy all the protest was referred to the Ordinance Granting Right of Way to Car Line on East Water Street A remonstrance was received from the residents along East Ankeny street, who Still Under Consideration.

The non-attendance of members and the

delay in passing upon city business was the prominent feature which was before the committee on streets of the Common the committee on streets of the common Council yesterday morning. Only three members of the committee were able to get together, and they were Rumelin, Zimmerman and Sharkey, Bentley was in Salt Lake City, and Merrill was in Portland, but not in the committee-room, In fact are Rumelin and Sharkey said In fact, so Rumelin and Sharkey said, he had met the committee only once since the new Council took office. Bentley was out of town, but previous to his departure be had told Rumelin that he would devote two days each week exclu-

sively to the city's business. Those days were Tuesdays and Wednesdays, Some business was laid on the table, ow-Some business was into on the thiel, ow-ing to the absence of the two committee-men, and then Sharkey called up the ordi-nance granting a franchise to the Oregon Water Power & Railway Company to con-struct a line on East Water street. "This ordinance," sold Sharkey, "has been before us two months and we ought

This ordinance, said sharkey, has been before us two months, and we ought to do something with it, and if it is too big for our minds we ought to let some-body who is able to attend to the work take our places. People along the water front on the East Sile hase been asking me to help the ordinance along, as they desire the railway. We have been delayasideration because we cannot get a full committee, and I am getting very tired. Now, here is Mr. Merrill who has

not attended a single meeting since the Council came into office." "Merrill did attend the first meeting," said Rumelin, reminiscently. "So he did," said Sharkey.

"Bentley," Rumelin went on, "told me fhat he had decided to give his Tuesdays and Wednesdays exclusively to the city, but he is now out of the city.' "That makes no difference," said Shar-key. "These matters must be attended

It some way. A month later his dog was run down by a train. to, and if our duties are too onerous to us we should resign and make room for ald resign and make room for others to fill our places. Zimmerman moved that consideration of the ordinance be postponed until the next meeting of the committee, and then, if

all the members were not present, the majority should act in behalf of the whole, The motion was put, and was carried ously

Protest at Street Opening.

A protest against the report of the viewers on the opening of East Thirty-fourth street was filed by A. Van Hoom-issen, Mr. Van Hoomissen had been assessed \$167 and 22 feet of his land had been taken up. Kalisho & Armstrong, who owned property across the street from him, had been assessed evenly, and had also received a few feet of the old roadway. The records showed that Kalisho had been assessed at \$492 40 for damages and benefits, and Armstrong had received a benefit of \$5. The 650 feet from Division street north was shown to have been dedicated to the city for a public rondway some years ago, and it was a question as to whether the city has the right to assess damages and benefits to the abutting property. To secure an opinion the matter was referred to the City Attorney,

and it will be taken up again at the next The petition of the Gambrinus Brewing Company for a macadam pavement in-stead of asphalt on Washington street from Twenty-third to the entrance to the

City Park, was granted. Mr. Sharkey and Mr. Zimmerman both said that macadam was preferable to asphalt on account of Mr. Zim the steep grade. As due notice of the improvement has already been given and an ordinance was to be offered today, the

change will, if favorably acted upon by the Council, delay the repaying of the street some time. The whole matter must be readvertised, and advertisements for the change of pavement must be inserted in the official paper for the legal period. The petition of Join A. Dick for the lease of an unused strip of Holladay ave-

acid. Young Klooster was an enthusiastic student of chemistry, and had fitted up the basement of his home as a labora-tory. A few days ago he was making a number of tests with muriatic acid, when the whim seized him to taste the liquid. He felt no immediate III effects, but his mother became alarmed when she learned what he had done, and called in two physicians. They, told him to stay in bed, but he persisted in walking about the house. Later he was seized with conthe house. Later he was seized with con-vulsions and grew rapidly worse until death ensued.

# BEAUTIFUL ROSS ISLAND.

Arguments Favoring It as a Site for the Lewis and Clark Fair.

PORTLAND, Sept. 2 .- (To the Editor.)ss Island in its natural state is one of most beautiful resorts in the vicinity of Portland. Fill it up beyond the possi-bility of high water, improve it as a skillful workman can, with lawns, gardens, boulevards, natural lakes and shade trees, and you will have one of the handsomest parks to be found anywhere in this country.

In the matter of accessibility, no point which has been mentioned for a Fair site is nearer in a direct line the center of as nearer in a direct line the center of Morrison-street bridge than Ross Island, with the single exception of Hawthorne Park. A bridge across the Williamette, with a base on the island, could be readi-ly reached by all the Portland street railway lines, and if necessary could accommodate the traine of the various accommodate the trains of the various railroads centering in this city, River craft in endless numbers could ply between the island and the city, and crowds could be handled to better advaniage here than at any point not di-rectly on the river. Besides this, ships from China, Japan, the Philippine Is-lands and elsewhere could land exhibits at the exact point selected for their dis-

play. The process of raising the island to a height beyond spring freshets would necessitate a dredge, and while the island is being filled the river channel is being deepeded and permanently benefited. The bridge, as above indicated, is already de-manded by the southern portion of the city and county, and in the very progress of the county is and in the very progress of the country it cannot much longer be deferred. A bridge there would not only accommodate a large portion of our cit-izens, but relieve the strain from the other bridges, which, as it is well known, are now taxed to their utmost capacity. When the island is filled and beautified it could revert to the City of Portland either as a gift or by purchase, and it requires no stretch of the imagination to realize that a river park possesses more attractions in various ways than is possible for a park off the water. There is no prettier park anywhere in the United States than the island park at Detroit,

Mich. In a nutshell, the arguments favoring Ross Island for a Fair site are as follows:

First-It is the most beautiful point which can be selected.

Second—It is more accessible to the city proper than any other point which has been named, both for the transportation

of exhibits and people. Third-Money expended to make this is-land suitable for an exposition directly benefits the city and county, and no pri-vate individual profits thereby. Fourth-The south end of the city is fur-

nished the bridge which must ultimately be built anyway; and, Fifth-The city is provided with a park

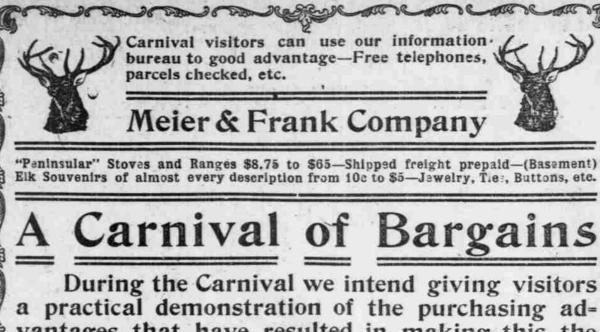
which can be made a peerless public report. HARRY LANE.

The cost of raising the island will undoubtedly prevent such or other utilization of it for a long time. It has been ompletely submerged three times within recent years.

### WHEAT AREA GROWS.

#### Eastern Oregon Develops Rapidly, Says Mr. Blackman.

Henry Blackman, a prominent business man of Heppner, who is in the city for a few days, says that rapid progress is being made in the development of the section of Eastern Oregon in which he lives. The amount of wheat grown is fast increasing as a result of larger areas of prairie land. He says that many tracts of land which a few years ago were believed to nue near the east approach of the steel bridge was denied. On behalt of Louis be valueless for the production of wheat



vantages that have resulted in making this the greatest mercantile establishment in the far West -The hub 'round which centers the life and activity of Portland retail business-No concern in the land buys at better prices-No concern sells at a closer margin than the Meier & Frank Company-The store especially extends welcome to visiting Elks and their friends.



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Superintendent Taylor, of the asphalt company, said that the bid was lower than had ever been pffered before. There than had ever been oppred before. There would be 1% inches of "binder" on six inches of concrete, the the pavement would be strong and solid. As there was no possibility of another bid, the contract was awarded to the company. The bids for the stone-block parement were re-ferred to City Auditor Devin for exam-tention.

Bids for other improvements were as

Hawthorne svenue-Unsigned, but ac-companied by a check from Glebisch & Jophn, \$4658 69; rejected.

C street-N. B. Golden, \$22 24; Beechel Ros., \$1481 85; unsigned (Geblach & Jop-lin, chicck), \$3835 29; Lind; & Manning, \$28 A 04.

Somer street-Star Sand Company, \$11,-537 95 Smyth & Howard, \$11,085 95, These bids also were referred to the City Maditor.

City Agittor. Fo Text Down Condemned Bridge. City Engineer Elliot presented a let-ter which he had received from Robert Wakeheld, aftering to tear down the con-demned bridge on Holladny awnue con-necting with cast Sixteenth strict in con-sideration of the timbers. W. Elliot raid Mr. Wakeheld wished to use the lumber for blocking purposes in the con-struction of the dirydock for the Port of Fortland, for which he has the iontract. The timbers were dead and wise of no use, and as the bridge was Ungerous and a menace to property, he mired that Mr. Wakeheld be authorized to tear down the structure. There was no dont as to the legality of the proceeding and so the motion was carried. the motion was carried,

Speed of Cars on First-StreetBridge.

Mayor Williams said he had received a delegation from South Portland that complained that the City & Spurban cars plunged from the street toon the First-street bridge at a fourful rate of speed. He had referred the matter to the City Engineer, who said he had deen in-City Engineer, who said he had seen in-formed that the cars covered sever blocks in two minutes, Chairman Mills logested that the matter be taken up with the rallway company

ose cars to Fulton Park." sal Richard Williams, "go like thunder. Try are run at a speed of 20 miles an hour." "We should tell the company of the said

Mr. Mills, "and if the practice is not stopped we must block up the trace." Mr. Cogswell was appointed a commit-tee of one to see the officers of the company and to tell them of the complaint le to the board.

Judge C. H. Carey and Stuart B. Unthi-cum appeared on behalf of the amon-strants against the closing of the entrance etrants against the closing of the entrance of the docks under the west approach of the Morrison-street, but as a full fourd was not present they decided to poppose their arguments until the next meeting. A telegram from John T. Grayson, who is attending the International Mining Con-

is sciencing the was read by Mayor Wil-iams. It stated that the congress build be secured for Portland next year if the city would guarantee an expense fund of \$5000 if necessary. As it was beyond the

The company owns a quarter block 100 feet square on the corner of Fourth and Yamhill, and it is on the eastern part of this lot that the work is now going on. Directly on the corner is the wooden building that is used as an express office, which, together with several other frame

buildings, occupy the whole lot. The collection is a veritable firstrap, and would soon be a mass of ruins if visited by fire again. Owing to the fire regu-lations, a fireproof structure of some sort will have to be erected, and it is thought that something permanent will be built this Fall or in the Spring. Representatives of the company in this city say that the company will no doubt erect a brick or stone building, though they profess to know nothing of its size or of the purpose to which it will be devoted. If a building should be crected, the first floor would no doubt be used for the express company and the Wells-Fargo Bank, but these two institutions would not require more than one floor, and not all of that.

It has been hinted that a large office building or hotel of eight or nine stories would be a very profitable investment for the company, if it was decided to spend so much money in the building of such a structure. A prominent real estate dealer yesterday said that the location was a most desirable one for a hotel, and that Portland was badly in need of one for the proposed Fair. It is near the business center of the city, and has good street-car facilities.

# RAILROAD MAN RUN OVER Edward Frahm Sustains Serious In-juries by Falling Under Car.

Serious injuries were sustained yesterday by Edward Frahm, an employe of the O. R. & N. Co., and he will probably lose his arm as the result of the accident that happened. Two wheels of a car ran over his arms, mangling them badly and tearing the flesh from the bones. It is considered almost a miracle by those that saw it that no bones were broken, and many say that he came near being dragged under the car and killed. He was taken at once to St. Vincent's Hospital, where his wounds were dressed and last night he was reported to be resting well Frahm is one of the employes at the

eranm is one of the employes at the car shops on the East Side. Some cars were being brought in for repairs, and they were being switched about to get the proper ones in first. He started to couple two cars, when he slipped and fell beneath the car. His arms were caught in the wheels, and before the car could be stopped two wheels had run over them. It was supposed by those that picked him up that the bones in his arms were crushed, and that they would have to be amputated at once. Investigation showed, however, that no bones were broken. The flesh was torn loose from the bones, and the doctors fear that there is one arm so badly hurt that they will not be able to pany proposed to take. save it.

# FREE FOR THE ASKING.

city would guarantee an expense fund of \$2000 if necessary. As it was beyond the powers of the board to offer a guarages for any sort of a convention, the telegram was referred to the Chamber of Com-merce. **Data of Fire Hydrants.** Mr. Cogswell reported that a satisfac-tory arrangement as to the use of the fire hydrants by the street-sprinkling depart-ment had been reached. The hydrant near Zera Snow's residence will not be used hereafter except for fire purposes. The others may bo used by the sprinkling de-partment, and if one should get out of

Henrich, a remonstrant, Attorney C. J. Schnabel said a dedicated street could not be used for any other than street purposes. Sharkey was of the same opinion,

and on his motion it was recon that the petition be not granted. nended Signs for the Streets.

The communication of M. C. Vantuyn regarding street signs was taken up as a matter referred to the committee by the Council. Vantuyn had placed signs in Eugene, and he declared that they were of the durable sort that were adopt-ed in the principal cities throughout this country, and also throughout Europe, Rumelin said that Councilman Merrill had received a proposition to place street signs, with little cost to the city, if a new system of numbering the houses new system of numbering the houses were adopted. The company wished to thought that by the sale of house num-bers it would be able to furnish the signs

free. As there was no further information at hand, the whole matter was laid on the table.

#### To Raise Street Grades

The petition of W. B. Chase to raise the grade of East Water street at East Clay and East Market was granted. The petition to raise the grade at East Third and East Lincoln streets was continued until East Lincoln streets was continued until the next meeting. The petitions are all on behalf of the Oregon Water Power & Railway Company. Those granted con-tained the signatures of a majority of the owners of abutting property, but the one held over lacked the requisite num-

A petition for the condemnation of a strip 30 feet iong on East Taylor street, near East Thirty-eighth, was presented. Sharkey said a man named John Good had fenced in the land, and he wished to ascertain whether the man owned the land or whether it was a part of a dedi-cated street. The petition was referred to him for examination.

him for examination. The petition of Thomas Buckman for the improvement of First street from Woods 100 feet south to the bridge was allowed. The only signer to the petition was Buckman himself, but as the matter had hear before the Council second was Buckman himself, but as the matter had been before the Council several weeks, and as oobody had appeared to remonstrate, it was thought best to get it before the people and to give all who had protests to make an opportunity to file them. Another old matter taken up must the neitiling of some South Portland was the petition of some South Portland people that the Portland Railway Compeople that the Portland Raliway Com-pany be granted the right to operate cars over the First-street bridge, over which the City & Suburban Company has the franchise. This petition was filed two years ago, and had almost been forgotten. The raliway company had said nothing about it, nor had the signers. Before dis-posing of the matter permanently it was decided that Mr. Rumelin, as a commit-tee of one, interview Superintendent Ful tee of one, interview Superintendent Ful-ler, of the Portland Railway Company, and ask him what further steps his com-

Judiciary Committee Meets.

A meeting of the judiciary committee A meeting of the judiciary committee was held yesterday morning, and was at-tended by Councilmen Flegel and Zim-merman. The claim of Anderson Bros. for field for injuries to a, horse caused by a defective roadway was settled for \$50. A similar claim of the Columbia Ice Com-pany for \$100 was settled for \$25. The committee favorably reported the ordinance amending rule 27 so that any ordinance may be read three times at a meeting by unantimous consent.

neeting by unanimous consent.

#### Tasted Muriatic Acid.

CHICAGO, Sept. 2 .- Frank Klooster, 14 years old, is dead from hemorrhage of nach, caused by tasting muriatic the str

are now under cultivation and are yielding good crops. A short time ago 15 quarter sections of

land a few miles from the town of Ione were sold for \$1000 aplece. This land was homesteaded only two or three years ago. Since the worth of the land has become known, people who attempt to get it under the homestead laws must comply strictly with the law, or they meet a contest. The loose compliance such as is sufficient in many parts of the state will not be found successful there, where men are always watching for some homesteader who is not a bona-fide settler. Mr. Blackman says that the land which

was recently sold in the vicinity of lone was bought by Easterners who families desiring to come to Oregon to make homes.

#### SPIRITED AWAY.

#### Officers Foiled a Kansas City Mob Bent on Lynching.

KANSAS CITY, Mo., Sept. 2 .- Pollo W. Morris was shot and killed and Watchman Minsker slightly wounded by two masked men who attempted to rob the safe in the Metropolitan Street Railway Company's car barn at Armourdale, Kan Both robbers made their escape, but later Ike Johnson, a negro known to the police and three other men were arrested and held for investigation. Tonight a mob of 1000 persons surrounded the jall at Kansas City, Kan., where the men were taken first, and tried to get at them. The men had been spirited away early in the even ing, but the crowd would not believe the officers' statement to this effect, and requested permission to send a committee through the jail. This was allowed, and the men eagerly inspected the different cells. Later they repeated the perform-ance at the County Jall, and, not finding the men there, were at a late hour marching from place to place in search of the quartet. The mob was orderly.

# ACCIDENT TO C. E. S. WOOD Portland Lawyer is injured by Fall

of Horse.

News has just been received in this city of an accident to C. E. S. Wood, the well-known Portland lawyer, at-Burns, Harney County, last Friday. While riding horseback, near Burns, the animal fell, throwing Mr. Wood beneath him and badly crushed the boncs of one of his feet, dislocating the ligaments and other-wise severely wrenching the limb. Mr. Wood was taken to Burns, where

he received medical attention. He was to have left yesterday for Baker City, where he is expected to arrive Thursday, and will proceed to Portland as soon as his condition will permit. It will probably be some weeks before the free use of his foot is restored to Mr. Wood. left this city for Eastern Oregon about two weeks ago.

Meier & Frank Company

Mar Come

Meier & Frank Company