

PLACING OF POLICE

Critics Say Patrolmen Are Not Properly Distributed.

CHIEF HUNT IS ASSAILED

Detectives Fail to Unravel Any One of the Three Recent Murders—Lack of System Is Alleged to Be Reason.

FACTS CONCERNING DISPOSITION OF POLICE OFFICERS.

Number of square miles patrolled by one officer day relief.....	8
Number of large residential districts with officer but half the night.....	3
Number of officers assigned to central station on day relief.....	2
Number who formerly did the same work.....	2
Number of detectives supposed to be actively engaged.....	6
Number of murders solved by these detectives out of three committed in two months.....	0
Number of crossing policemen on day relief.....	0

The disposition of the police officers under command of Chief of Police Hunt is exciting comment in official circles, and there are rumors of suggestions pending, which will come from the city authorities. Complaint has been made that the town is but poorly policed. Chief Hunt states that this is owing to the small force with which he is compelled to work. His critics come back at him with the statement that the officers are not distributed correctly, and that, if they were, the city would be more properly protected.

Some of the districts patrolled by officers on the day and two night reliefs are so large that it is impossible for the officer to visit each point on his beat in the course of a day, whether he be mounted or otherwise. One officer on the day relief patrols a beat extending from Sullivan's Gulch to the northern city limits, and from the river to the eastern city limits, a beat over four miles long and from two to three miles in width. Deprivations of all sorts may be committed on this beat, and when they are reported at the central station the officer may be miles away and unable to get to the scene of the crime without a disastrous delay. Business concerns in this district, therefore, get but little protection and the residence portion is so scattered that many of the citizens see a police officer but once in a great while.

There are three large residential districts with police protection but half the night. The officers in these districts go off duty at about the hour when burglars begin their work. One of these districts is on the West Side and two on the East Side.

While these portions of the city are without police protection or at the best poorly policed, there are eight officers on duty at the central station during the day, these men doing but one duty, and by two men. There are two clerks, one in the Municipal Court and one in the station proper. An officer is specially appointed to do the work of a bailiff. An officer is specially appointed to be jailer in the station besides the captain of the relief—a driver and a man to take reports and ride on the wagon. One man on these two reliefs, desk man and driver, is assigned to the duty of being on duty in the daytime, leaving the extra men to be assigned to other districts who are now without proper protection.

Six men draw detective's salary. Their lot is an easy one. They have no captain to whom they report and the chief receives their reports. Burdened with other duties of his office, Chief Hunt does not give the proper attention to the detectives and they come and go at work regardless of whether there is work to do or not. They are assigned to work and that is as far as the matter goes. Of three murders committed in Portland within two months all remain unsolved. Five larcenies have been reported since October 1, and none have been solved. There are no crossing police, owing to the fact that the officers are so detailed that there are no men left to do this work. One officer of the day relief is detailed to remain on "dog watch" after his day's work is done until 11:30 o'clock at night. The men take their duty, and are constantly complaining that after this extra work they are unfit for patrolling their extensive beats the following day. During the busy hours of the second night relief Captain Bailey is compelled to call a man off the beat including the regular station to do desk duty while the regular man is with the wagon. This leaves the city from Burnside to Oak and from Front to Sixth streets unprotected, and it is said that the officer is obliged to remain at the station.

In the absence of a police ambulance, the patrol is obliged to do service when accidents in the street occur, officers who arrest prisoners in the meantime being compelled to remain at the box and off their beat until the wagon has made the long trip to one of the hospitals.

The part of the city where special officers are engaged by merchants is heavily policed, while the outlying districts, where there are no police, are entirely without protection. An officer was recently suspended on the second night relief, and his beat remains unpoliced, no captain not having been assigned to it, and Chief Hunt refusing to detail one of the superfluous men at the station during the day relief to fill the vacancy.

It was announced that the police commission was about to make a recommendation to Chief Hunt that the police officers be differently distributed so that better police protection may be afforded the city.

Onion-Growers Ask High Prices.

Three general produce dealers, who had orders for a carload of onions, each finding the market was not supplied, took a spin into the onion-growing district of Washington County a day or two ago, ostensibly to hunt for potatoes, but to see what sort of an onion crop there was. They found that it is a good 80 per cent crop, and the onions of excellent quality, bright, firm, and having a quite so large as usual, growers having all the way from 500 to 2000 sacks each. They, however, found it impossible to buy any, as the growers "had the big head" and refused to sell for less than 2 cents a pound. They offered \$1.35 to \$1.40 per hundred pounds, which was refused, though they consider it more than the onions are worth. They recall that many farmers have lost money by not selling potatoes when a big price was offered, and say they fear the onion-growers will meet the same fate.

Their Troubles Just Begun.

The sight of Portlander Reed and the Superintendent of the Street-Cleaning Department, Alex. Donaldson, riding down town yesterday morning in the buggy provided for their use by the city, caused many of their friends to congratulate them

on the leisure they would now have, as dogcatching and streetcleaning could not be carried on when it rained, and any of the streets had all been cleaned up and the stray dogs caught. The two officials seemed astonished that any one should take this view of the matter. Said Mr. Donaldson: "If you will just take a look around town you will imagine that the streets have never been cleaned, for catch-cans are choked and streets have been flooded everywhere, and you will find that the work of the Street-Cleaning Department is just beginning, and that there will be no let-up for months, and, if it rains worked day and night, they could never catch up with the work." Mr. Reed said it was true that the dog wagon was not out, for, owing to the numerous complaints about cattle trespassing on private grounds, he had been obliged to turn all his men loose to run them in. The poor cattle have had short picking for a long time, and the smell of the moist earth puts them in mind of green grass, and their owners had turned them out to eat their fill, and so brought down a shower of complaints. As for dogs, Mr. Reed said he had sent about 100 to the crematory and had a lot more in the pound waiting their turn, and the pound wagon would be out in a few days. There are few to whom rainy weather brings a life of luxurious indolence.

EDITORS WILL EAT FRUIT.

State Press Association to Meet at Hood River.

The Oregon Press Association will meet in annual convention in Hood River on Friday and Saturday, and the good citizens of the strawberry valley have extended a cordial invitation to every newspaper man and woman in Oregon to attend. A number of the outside delegates will be in Portland on Thursday, and the Oregon Information Bureau has opened its rooms to the editors and invites them to make themselves at home. Those going up town will make their headquarters at the foot of the mountain street at the office of the Oregon Timberman, President S. L. Moorhead, of Junction City, will arrive on the early Thursday morning train, and will divide his time between the Information Bureau and the Oregon Timberman office.

The Eastern Oregon delegates, of course, will not come to Portland, but will go direct to Hood River. Hood River's fruit fair is on, and E. L. Smith, president of the Oregon State Board of Horticulture, and of the Oregon State Development League, promises to show any Missourian who may attend just what the Hood River Valley can do and do well.

The state association is composed of members editing or publishing papers admitted to the mails as second-class matter. This year the association favors a modification of the liberal law, favors publication of the assessment rolls as a means to prevent tax dodging, and will ask that the press of Oregon be recognized in the matter of legal notices as well as are a majority of the states in the Union.

The association is a member of the National Editorial Association, which met here in 1899, and will consider the advisability of insisting on the National Editorial Association coming here next year. Oregon did the grand by the newspaper people that year. Transportation lines gave the editors free swing, the citizens of Portland met them at the state line with a carload of fruit, eatables and drinkables and gave them a reception equal to that shown General Grant when he landed here on his trip around the world. A rate was given at the Hotel Portland that cannot be given now. Feasts and banquets were given throughout the state. The result was that articles on that trip were given in the newspapers of the country for over a year, some giving as high as 100 columns to descriptions of the Oregon trip. Mayor Story kept a clerk two months clipping articles from papers mailed to him, and W. M. Davis gave two hours a day for three months helping the Mayor read them. Transportation lines will be taxed next year, hotels will be crowded, and citizens will have to find other people to care for. This leads many newspaper people to doubt the advisability of having the visitors return. They are ready to return and will come any way, if the transportation lines leading into the state will grant advertising courtesies as in 1899. All of these matters will be discussed at the Hood River meeting.

Among those from the valley who will attend the annual meeting are: Albert N. Fisher, past president of the state association, Portland; J. W. Dunbar, editor of the Bulletin, Eugene; Fred Dunham, editor of the Chronicle, Portland; A. E. Voorhes, editor of the Courier, Astoria; Walter Lyon, editor of the Enterprise, Independence; W. J. Wood, editor of the Gazette, Gresham; E. H. Woodward, editor of the Graphic, Newberg; George H. Himes, Historical Society Quarterly, Portland; Mrs. S. Dunbar, Portland; V. A. Bath and wife, Independent, Hillsboro; Arthur Conklin, Oregon Mining Journal, Grant's Pass; H. Hofer and wife, Daily Journal, Salem; A. C. Gager, leader, Cottage Grove; E. H. Flagg, Mist, St.

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TO THE GARDEN CITY

Portland Business Men Visit Walla Walla Fair.

TRAINLOAD OF ONE HUNDRED

They Will See Riches of Metropolis of the Wheat Belt and Boom the Lewis and Clark Fair—Hood River to Be Visited.

One of the most representative business men's excursion ever sent out of Portland to any other city left the Union depot last night at 6:15 o'clock over the O. R. & N. for Walla Walla to celebrate Portland day at the fair in that city. The Portland Commercial Club and the

RAILWAY TO TROUTDALE.

Branch Line Extending to Columbia River From Cedarville Proposed.

It is now proposed to build a branch railway from the Oregon Water Power & Railway Company's line, from Cedarville, two miles west of Gresham, to Fairview and Troutdale and to the Columbia River, and to operate it in connection with a steam ferry connecting with LaCames. F. A. Morris, Engineer Brown and Dr. Belt, of the company were driven over the route from Cedarville a few days ago by A. L. Stone, and expressed themselves as pleased with the route and the country. From Cedarville northward to Fairview there is a natural pass and easy grade. Messrs. Brown and Morris were familiar

PORTLAND'S PRIZE FAIR BOOMERS WHO WILL LET THE LIGHT OF PUBLICITY SHINE AT WALLA WALLA



Board of Trade have been at work for some time arranging for the excursion and have at last persuaded more than 100 people to take the trip to the Garden City of Washington to view the fruits and varied products now on exhibition there and to take advantage of the opportunity to get better acquainted with the people of the sister state and to boom the Lewis and Clark Fair.

A. L. Craig, the general passenger agent of the O. R. & N., has been active in assisting the commercial bodies in their efforts toward making the excursion a success and has made especially favorable rates. He left with the party and will look after the people en route, will see that everything is done for their convenience and comfort and will bring them back in safety.

Tom Richardson, the manager of the Commercial Club, is the father of the plan and the godfather of the trip. He, assisted by M. Moessmann, of the Chamber of Commerce, has carried vast quantities of literature telling of the wonders of their country, which will be distributed among the people along the way. Mr. Richardson will also do a little talking while in the city and will make a Southern eloquence on the hearts of the Northerners in an effort to cement even tighter the bonds of fraternity now existing between the two states.

The train went by way of Walla Walla Junction and straight to Walla Walla, reaching the latter place at an early hour this morning.

The management of the fair has made special provision for the entertainment of the Portland people for the evening. A banquet will be given and the entire day's enjoyment will wind up with a grand Mardi Gras festival.

The excursionists will leave for home late at night on the regular train, their cars being attached. Arrangements have now been made to allow the party to visit the Hood River Fruit Fair, and when the train reaches that place the Portland cars will be shunted off and allowed to remain until the morning. At 10 o'clock in the afternoon, when they will be attached to the afternoon O. R. & N. train and brought on into Portland.

Among those who reserved accommodations on the special cars for the trip were:

H. McCracken, P. H. Graham, P. C. Bates, J. O. Halstead, G. S. Livingston, F. Jenkins, T. Pearson, W. C. Puffer, F. Hocking, E. C. Caldwell, R. Hall, W. C. Cameron, S. Cook, J. A. Henderson, E. Ross, L. B. Wickensham, E. B. Mink, H. F. Jones, G. W. Church, C. F. Frazer, F. Bamford, P. L. Webb, E. S. Kelly, G. P. Henderson, J. P. Conlisk, C. Lombardi, J. J. Ross, J. O. Humphrey, C. C. Woodcock, H. Jennings, W. H. Corbett, G. O. Graves, H. T. Hudson, H. E. Gaylord, W. H. McMonies, F. W. Arson, C. L. Mastick, J. G. Robertson, John Clark, D. J. Zan, J. D. Carson, P. D'Haise, J. Clark, D. Clonnet, J. E. Haselvine, F. L. Zimmerman, E. Ehrman, F. A. Spencer, L. A. Lewis, Mark Levy, Charles R. Levy, C. M. Rohr, C. H. Pape, M. A. Markowitz, E. H. Moershouse, Sanford Hinch, M. L. Kline, W. J. Burns, L. H. Parker, W. C. Lawrence, H. D. Kilham, Charles Degette, George Lawrence, Sr., J. M. Swartz, Jay Smith, R. D. Windsor, R. Lettice, one will travel, Sidney Lowenberg, S. Chapman, J. R. Gill, R. Albers, H. W. Goode, A. H. Wagner, F. E. Deady, E. Z. Blaser, J. E. Chandler, George Taylor, F. T. Pail, J. A. Martin, W. H. S. Taylor, C. F. Pender, J. Dooley, E. C. Beach, W. F. Zwickley, F. J. Knatter, Dr. J. R. Stott, J. G. Peck and wife, R. A. Marshall, J. C. Lockell, F. Rodgers, H. C. Jacobs, J. Lowenkart, C. Jacobson, C. E. Russell, C. H. Gilm, A. K. Bentley, E. W. Wright, W. J. Hoffman, C. J. Owen, B. H. Trumbull, J. C. Tull, J. A. Cook, Mediam, J. F. Booth, Simpson, L. Romazee, C. F. Frazer, B. F. Lynn, B. McCullough and daughter, Misses Sheehan, Mrs. Layne, Mrs. W. H. Casey and Mrs. J. Hobbitt.

Will Visit Hood River Fair.

HOOD RIVER, Or., Oct. 12.—(Special.)—Seven Pullman cars with 150 Portland business men passed through here tonight bound for the Walla Walla fair. General Passenger Agent Clark has arranged that on their return Friday morning the seven cars will be cut off here and the Portlanders given an opportunity to see

the apple show until 10 o'clock, when the excursion will continue to Portland with a special engine. It has also been arranged that those who wish to may remain until the afternoon train to take a drive about the valley as the guests of the Hood River Commercial Club.

E. L. Stone, president of the Oregon Development League, and Truman Butler, president of the Hood River Commercial Club, met the party at Cascade Locks this evening and extended the Portlanders an official invitation to visit the fruit fair on their return. They all expressed an anxious desire to do so.

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Property-Owners May Demand Investigation of Work.

Petition Alleges Less Concrete Was Used in Tanager Creek Than Called For, and That Brickwork is Lacking.

Nearly a week after the time for remonstrance has expired, owners of property in the assessment district for the Tanager-Creek sewer have prepared a petition which will probably be presented at the next meeting of the Executive

CONTRACT IS PROFITABLE

While the Wall-street quotations show that the railroad stocks of the country are jumping up and down in a most uncertain and puzzling manner, and people are trying to figure out just what it all means, the inhabitants of Railroad Row are discussing the new and large holdings of stock secured by W. C. Seachrest, the local agent of the New York Central lines, and are speculating as to what the future career of the official will be.

Mr. Seachrest is a man of rural inclinations and a tendency toward the quiet and sequestered nook. He likes to see the potatoes blossom on the vines, to watch the bluish of the tomato and to drive the sweet-breathed kine from the clover field.

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TOTAL COST TO BE \$347,000

Additions and Alterations to the Big Plant Are Necessary for Rapid Growth in Traffic—Much Machinery to Be Purchased.

General Manager E. E. Calvin, of the O. R. & N. and State Fair, made a definite announcement yesterday that additions to be made to the Albina shops made at that place in the last year.

The traffic of the O. R. & N. has increased to such an extent that it is becoming difficult to handle the shop work of the company with the present shop facilities, and it is to provide ample means for keeping the rolling stock of the company in the best condition that the management has at last decided to make the changes which will be made at the new plant.

GRASS TO BIND SAND.

O. R. & N. Is Experimenting With New Plant From Australia.

Colonel R. C. Judson, the industrial agent of the O. R. & N., has returned from the East, where he has been visiting for several weeks, and is now busy experimenting with a wonderful grass which he has imported from Australia.

Ever since the O. R. & N. has had a track along the Columbia it has been harassed by the sand curse. The rolling dunes of fine sand, blown up from the banks of the river, have drifted over the tracks and many times have delayed traffic. Thousands of dollars have been spent by the company in trying to find a remedy, without success, and now Colonel Judson thinks that he has solved the mystery.

Will Extend Line West.

MINNEAPOLIS, Minn., Oct. 12.—The Journal today says the Duluth, South Shore & Northern Pacific group, is to be extended from Duluth westward to Thief River Falls, Minnesota, and that the plan is ultimately to extend on beyond through North Dakota to the Canadian border and the international boundary.

Oregon Crops Never Fail.

There appears to be a diversity of opinion this season in regard to the products of the state, and one is able to decide what should be the price for most of these products. The general opinion heard on all sides is that crops have been good, and that this year of the unusually dry season, a reporter was therefore somewhat startled yesterday by the statement of a railroad agent who was soliciting an order to carry freight on a general produce car. "What is the use of trying to ship freight by your line?" asked the agent. "The last time I wanted a car I had to wait a long time for it, and then only to find it was full of other goods. Try another line." "I know we have been overworked," said the agent; "in fact, have been over a thousand car short, but there is so much stuff going East by rail that we are unable to get it. If you want a car or two now I will try and see that they are furnished promptly." "What on earth is there to be shipped now?" asked the reporter. "Carrots," replied the agent. "We have a lot of carrots in Oregon and I thought there was but little to export." "Oh, you are away from the facts," replied the agent. "Oregon is in better condition than any other state in regard to crops this year. The drought all over the East and South has been bad and crops are poorer everywhere than in Oregon. We are shipping wheat to Chicago and Minneapolis and flour to Boston, and all sorts of products in all directions. Oregon is the only state where crops never fail. Crops may be short occasionally, but they never fail. Despite all the stories you hear, we have more of everything grown by farmers than in any other state, and a constant export, and exports though not so large as usual, will be very considerable, much larger than most people imagine."

Electricity Did Much Damage.

Dr. L. M. Davis, a dentist, was \$17.75 damaged from the City & Suburban Railway Company because a broken trolley wire fell, striking him upon the knee. The accident occurred, he avers, on March 7, 1904, at the corner of Third and Washington streets. He alleges that his knee was poisoned by the electric shock and that he expended \$375 for attendance of a physician and medicine, and is permanently injured. He filed suit against the company in the State Circuit Court yesterday through Miller & Miller, attorneys.

Memorial to Father of New York.

NEW YORK, Oct. 12.—Plans have been adopted for a memorial to Andrew R. Green, known as the "Father of Greater New York," who was murdered at the door of his home by a negro last year. The site chosen is the One Hundred and Tenth-street and Seventh-avenue entrance to Central Park. It is estimated will be raised by public subscription.

PLAN ST. LOUIS TRIP NOW.

On October 27, 28 and 29 the O. R. & N. will again sell very low rate excursion tickets to St. Louis, good returning until December 1. Parties desiring to take city ticket agent, Third and Washington streets.

BUSINESS ITEMS.

If Baby Is Crying. Teeth. Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children. It soothes the inflamed membrane, allays all pain, cures wind colic and diarrhoea.

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Mr. Seachrest is a man of rural inclinations and a tendency toward the quiet and sequestered nook. He likes to see the potatoes blossom on the vines, to watch the bluish of the tomato and to drive the sweet-breathed kine from the clover field.

TOTAL COST TO BE \$347,000

Additions and Alterations to the Big Plant Are Necessary for Rapid Growth in Traffic—Much Machinery to Be Purchased.

General Manager E. E. Calvin, of the O. R. & N. and State Fair, made a definite announcement yesterday that additions to be made to the Albina shops made at that place in the last year.

The traffic of the O. R. & N. has increased to such an extent that it is becoming difficult to handle the shop work of the company with the present shop facilities, and it is to provide ample means for keeping the rolling stock of the company in the best condition that the management has at last decided to make the changes which will be made at the new plant.

GRASS TO BIND SAND.

O. R. & N. Is Experimenting With New Plant From Australia.

Colonel R. C. Judson, the industrial agent of the O. R. & N., has returned from the East, where he has been visiting for several weeks, and is now busy experimenting with a wonderful grass which he has imported from Australia.

Ever since the O. R. & N. has had a track along the Columbia it has been harassed by the sand curse. The rolling dunes of fine sand, blown up from the banks of the river, have drifted over the tracks and many times have delayed traffic. Thousands of dollars have been spent by the company in trying to find a remedy, without success, and now Colonel Judson thinks that