

ROADS AND RUBBISH

Billboards and Rubbish Must Disappear.

MAKE A CITY BEAUTIFUL

Ragged Edges of Portland Need Attention.

WHAT REMAINS TO BE DONE

Agitation in Behalf of the Betterment of Conditions by General Cleaning-Up Promises Much for the Municipality.

The agitation in favor of civic improvement is already having its effect. The Police Department has ordered that contractors and builders remove building material and rubbish from the streets and sidewalks, and the order is being generally obeyed.

Throughout the city there is a noticeable movement toward cleanliness. Rubbish is being removed from the yards, trees are being trimmed, loose boards are being replaced with others, and unsightly fences are being repaired.

Meanwhile the prime movers in the attempt to make Portland a city beautiful do not cease their labors, and are striving to get the great mass of people interested. It is noticeable that on the East Side, where most of the residents are home-owners, property has a better look than in some other parts of the city.

In spite of the efforts of property-owners to beautify their lawns, there is always the unsightly billboard that gives a look of degradation to the most beautiful place of property.

At Fifteenth and Washington streets, passed by all the Washington-street cars, a one-story building, the corner of the nearby theater are compelled to have thoughts of Blank's pills mingled with thoughts of the drama. At Seventh and Morrison streets, opposite the Marquam building and the Hotel Portland, is another board, a double-decker. This will soon be torn down, however, to make room for Charles Swenson's new modern skyscraper.

The billboard nuisance is not confined to the business section of the city. Along Jefferson street, so far out as Thirtieth, are the boards. A car ride to the Exposition grounds is one long billboards. Not a street leads to the East Side but is lined with billboards. Go to Portland Heights and one does not escape the boards. Even on the summit of Council Crest, where the grandeur of the view is so compelling, one sees billboards and huge cigar signs.

Brush and Old Rubbish. In the better resident district of the West Side are numerous places where the houses are bounded on one side by a billboard. Many of these are not filled with rubbish, on the third by a cow and on the fourth by another billboard. There is a bad corner at West Second and the Hill Military Academy, where tall grass weeds and underbrush predominate, the whole surrounded by a fence that would disgrace a village with a boom in its history.

At Twentieth and Overton streets there is a quarter-block surrounded by an unsightly fence, filled with grass and underbrush and cows. The surrounding property has modern and cozy homes, with agreeable lawns. It is in places like this that the Civic Federation is determined to change. This is the condition of affairs that must be made orderly, neat and clean before the beginning of the Summer season.

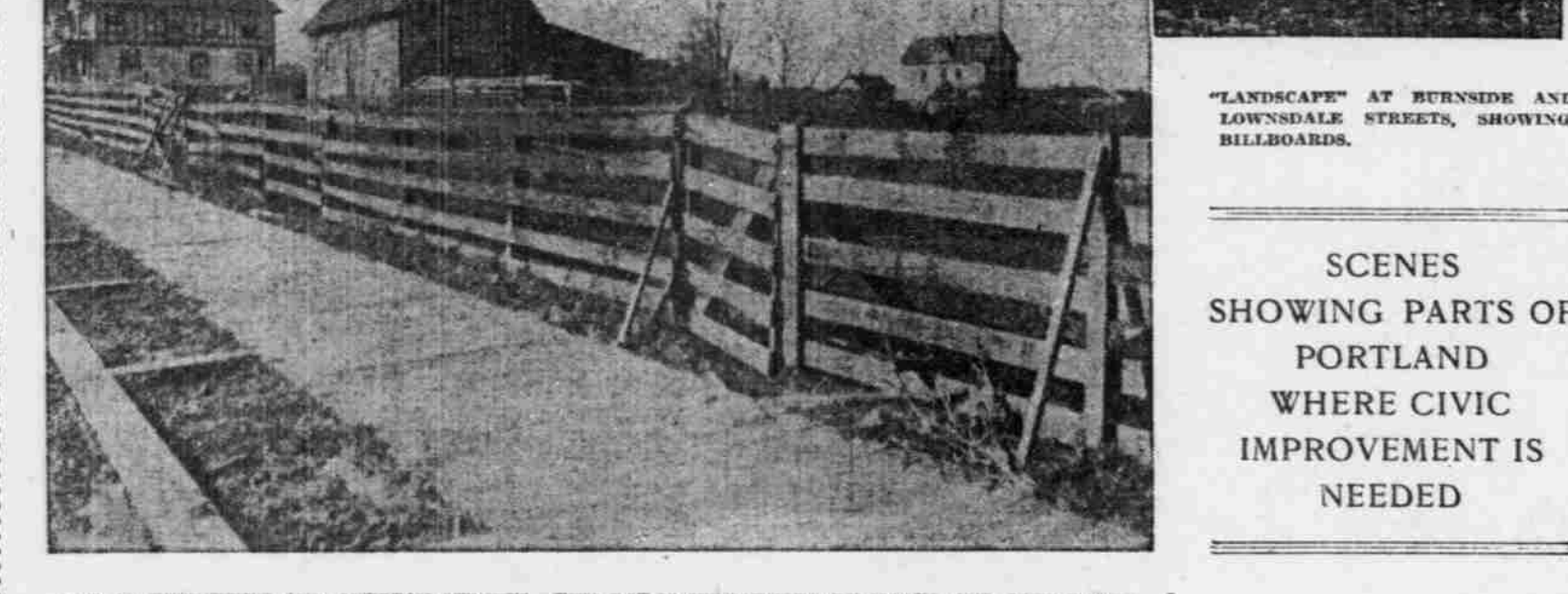
Chamber of Commerce to Act. The trustees of the Portland Chamber of Commerce will meet on Tuesday next at 11 o'clock. Much routine business is waiting for the meeting, as well as several things of special interest. The civic improvement plans of the Chamber will be further outlined at the coming meeting and definite arrangements will be made for beginning, in an active manner, the campaign for the beautifying of the city.

TO IMPROVE VILLA AVENUE Two Boards of Trade Meet to Advocate Plans.

The Boards of Trade of Montavilla and Central Addition met together last night with the common purpose of putting through improvements on Villa Avenue, from Hibbard street to Gravel Hill and Wierberg lane. A low offer for graveling the south side of the road was made then.

The road is now in bad condition, though one of the leading thoroughfares in Montavilla. The expense of improvement has delayed work on it, as most contractors asked about 45 cents a yard for hauling the gravel. But the Pacific Bridge Company, which has been grading hills on the Montavilla line of the Portland Consolidated Railway Company, has offered to do the work for 25 cents a yard, decreasing the cost by half. The Montavilla and Central Addition people believe that this offer will be favorably considered by the County Commissioners. They are particularly anxious to see the work done, as the new road would divert considerable travel from the Morrison-street bridge to the Burnside-street bridge, and make a shorter and quicker means of travel than now exists.

A GUARANTEED CURE FOR PILES. Itching, Bleeding or Protruding Piles. Four Grades. Refuse money if Piles Curement fails to cure you in 6 to 14 days. 50c.



LOT AT TWENTIETH AND OVERTON STREETS. THIS LOT IS SURROUNDED BY MODEL AND COZY HOMES.

PLANSITS CAMPAIGN

Municipal Association to Take Active Part.

CANDIDATES TO BE INDORSED

If Regular Parties Nominate Satisfactory Men, Strict Neutrality Will Be Observed—Unworthy Aspirants to Be Defeated.

The executive board of the Municipal Association met last night in the office of the Oregon Mortgage Company. The association is now wrestling with the problem of its policy through the coming municipal campaign, and plans are being matured for the guidance of the association in June.

At the meeting last night the question of the affiliation or non-affiliation of the association with the old-line political parties was discussed, as was the advisability of getting a more or less independent ticket in the field. It seems to be the general idea among the leaders of the association that the Republicans and Democrats will both be equally chary about endorsing the opposition of the organization, and will therefore both put up tickets to which there can be no objection.

The association, it is reported, has decided to delay any definite action until such a time as the leading candidates for municipal office are in the field and known to the public. When that time has arrived and the merits or demerits of the candidates can be suited up, then the association will take a hand in the matter and make known those who can expect the support of the organization.

This, in brief, is said to be the plan of the association, which will be announced later, when the time is ripe for it to make known its plan of work.

THROUGH SERVICE IS DELAYED

St. Johns Must Wait Until New Plans Are Made.

The Portland Consolidated Railway Company will not pass on a through service to St. Johns at the present time in spite of the requests and delegations of the citizens of that enterprising town.

Not until the change in the downtown tracks has been made will it be possible to change the service to St. Johns to any great extent, both on account of track difficulties in the center of the town and lack of equipment. The management of the company is working on a plan for the relief of the St. Johns people, which, if feasible, will be put into

AT THE THEATERS

What the Press Agents Say.

"The Lady of Lyons" Matinee.

At the Columbia this afternoon the regular Saturday matinee will be given, and the advance sale has been unusually heavy. This is notwithstanding there was a Wednesday matinee of the same play on Washington's birthday. That performance will again present John Drew's Lord Lytton's famous romantic love story, has never failed to appeal to every woman who has a spark of sentiment left. Howard Gould, as Claude Melnotte, fills every ideal of what a charming young lover should be. Catharine Courtis, as the imperious, earnest Pauline, is excellent in all former efforts. Tonight will be the last performance.

Paul Gilmore Matinee Today.

This afternoon at 2:15 o'clock a special matinee will be given at the Marquam Grand Theater when Paul Gilmore, who delighted a big first-night audience last evening, will again present "The Mummy and the Humming Bird." This is one of the most intensely interesting society dramas Portland has had this season and should be included in everyone's amusement list. The last performance tonight at 8:15.

The Last of "Northern Lights."

The strife within the Oregon City church dates since 1902 and has been characterized by intense bitterness. It reached a crisis a few months ago with the resignation of the pastor, Rev. H. H. Mixsell, and the removal of the old session, consisting of Chris Schuebel, Ed F. Story, John W. McKay, Charles A. McMillan, J. C. Zinsler, A. Robinson, Angus Matheson.

"Old Heidelberg" Tomorrow.

"Old Heidelberg" will give its initial performance on the stage of the Columbia Theater at the matinee tomorrow afternoon. Every theatergoer who was able and willing to pay \$2 to see Richard Mansfield a short time ago is familiar with the story of the young German Prince, who went to the historical university at Heidelberg, lived amongst the students, revelled in their songs and jollities, fought their trivial duels and even loved a lovely maid, who at last had to give it all up—the only natural happiness he ever knew—and go back again to be a royal Prince, with followers, dependents, ceremony and pomp. To trade the natural for the artificial; there is a grandeur but a pain about it, hard to describe. You only feel it as you watch the play weave its way on to the end; and then there are the beautiful romantic scenes along the legendary Rhine, the most fascinating and wondrous river in all the world.

Recognized as Legal Board.

"We were recognized as the legally constituted elders of our church by the Home Mission Board, who suggested that we place a call through them for a pastor. We did this and were supplied with Rev. R. J. Sandborough, who was required to pledge his support.

Charles B. Hanford in "Othello." Charles B. Hanford will play a return engagement of one night at the Marquam Grand Theater next Thursday, March 2, when his Shakespearean tragedy, "Othello," in which Mr. Hanford and his excellent support recently made such a decided hit, will be again presented. The advance sale of seats will open next Tuesday morning, February 28, at 10 o'clock.

FLOATING SPOTS BEFORE EYES.

Dizziness of vision and weak eyes, cured by Murine Eye Remedy, home cure for eyes that need cure. Sold everywhere.

STRIFE IN CHURCH

Deposed Elders Will Appeal to the Synod.

T. F. COWING GIVES VERSION

Says He and His Associates Acted Under the Authority and With Advice of the Home Mission Board.

The recent action of the Portland Presbytery in deposing four of the elders of the First Presbyterian Church of Oregon City has not as yet proved a remedy for the internal troubles of that church. The deposed elders, T. F. Cowing, E. H. Anderson, Angus Matheson and J. W. Warnock, feel that their removal was the result of mistatement on the part of the Synod in the hope of securing a reversal of the latter tribunal's decision.

Strife Dates Back.

The strife within the Oregon City church dates since 1902 and has been characterized by intense bitterness. It reached a crisis a few months ago with the resignation of the pastor, Rev. H. H. Mixsell, and the removal of the old session, consisting of Chris Schuebel, Ed F. Story, John W. McKay, Charles A. McMillan, J. C. Zinsler, A. Robinson, Angus Matheson.

Freed Only to Be Recaptured.

H. G. Caspary is Ordered Released, but Detectives Take Him Away.

H. G. Caspary, who is wanted in St. Louis to answer to a charge of forgery, failed in his attempt to obtain his release through means of habeas corpus. The cause was set for hearing yesterday morning at 9:30, before Judge George. Sheriff Word made no return, and the court thereupon ordered the prisoner discharged from custody. R. C. Wright, attorney for Caspary, proceeded to the County Jail to convey the good news to his client, only to ascertain that he was not there. Detective McKenna, who came from St. Louis after Caspary, had taken him away, and this was the information the attorney received from the jailer. Further inquiry revealed the fact that the officer and prisoner were on the way East on a train of the O. R. & N. Co.

Contract to Portland Firm.

ASTORIA, Or., Feb. 24.—(Special.)—The Council at its meeting this evening awarded a contract to Dill & Young, of Portland, to improve the locks on Franklin avenue for \$12,200.33.

The Grip.

"Before we can sympathize with others, we must have suffered ourselves." No one can describe to you the suffering attending an attack of the grip, unless you have had the actual experience. There is usually no disease that causes so much physical and mental agony, or which so successfully defies medical aid. All danger from the grip, however, may be avoided by the prompt use of Chamberlain's Cough Remedy. Among the tens of thousands who have used this remedy, not one case has ever been reported that has resulted in pneumonia or that has not recovered. For sale by all druggists.

Courtesy Stays on Board.

Mayor Williams decided yesterday that by the terms of the charter, A. A. Court-

ON DEAD OR LIVING PULPIT

Dr. Stephen S. Wise Delivers a Thoughtful Lecture.

At the Temple Beth Israel last night before a large and representative audience, Dr. Stephen S. Wise lectured on "A Word to Ministerial Critics; for Pew and Pulpit From the Life of a Great Preacher."

The address of Dr. Wise was in the nature of an answer to the question, "Should we leave a dead or living pulpit?" Dr. Wise pointed out that it was the case with many ministerial critics that they were in a position to criticize. His logic was sound and he treated the subject fully, pointing out that ministers labored with different congregations, that the plan which might be adapted with reference to one was utterly useless when adapted to another. "To do one's best," he said, "is to do one's duty, without fear of criticism, to do one's duty the way it appears, as you judge it should be done, and to be treated as a subject fully, pointing out that ministers labored with different congregations, that the plan which might be adapted with reference to one was utterly useless when adapted to another.

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BEA WOMEN NOW AGIT

Committee Addresses Letter to Langfitt.

BRIDGE-CLOSING PROTESTED

Diverse Views on the Power of the County Authorities to Shut the Draws Between Certain Hours.

The present agitation for closed bridges has now been placed before the Government. Captain A. B. Graham, of the rivermen's committee, addressed a letter to Major Langfitt yesterday, calling his attention to the proposed action of the county officials and submitted copies of the instructions to boatmen which it is thought will afford relief to bridge passengers. These instructions were submitted for the purpose of securing a meeting they would meet with the approval of the War Department.

In spite of continued arguments by the citizens on the power of regulating river commerce lies within the hands of the state officials the rivermen are firm in their contention that the War Department has supreme control of all navigable waterways. The Chicago case cited in the contention for closed bridges, it is said by rivermen, has no direct bearing on Portland, nor has it yet been established that the War Department has less authority than local officials. It is the opinion they are upheld by Government officials. One of these said:

Government Official's View.

"Any city, county or state can promulgate and establish laws governing commerce on the waters within its boundaries and these laws might be, and in many cases are effective without Government authority, but this by no means signifies that the War Department has no authority over such streams. The very fact that the Government has full control is shown by the fact that before a bridge can be built across a river it is necessary to secure permission from the department. Should the construction of a bridge be begun without authority the Government would immediately step in to prevent such construction until its permission had been granted. However, after a bridge is constructed its operation is left to those local authorities under whose jurisdiction it comes without interference from the Government, unless a protest is entered by river community interests.

To illustrate this I might say that the officials of this county might close the bridges to boats for six hours each day without the intervention of the part of the Government unless some objection should be raised by the rivermen. Upon such a protest the Government would certainly be overruled.

In regard to the Chicago case it is probable that the matter has never come before the Government under protest and that the Chicago case is based on the conditions. There is no doubt, however, as to the Government having authority over the Chicago River."

That Chicago Ordinance.

That the Government actually does control the Chicago River is shown by the reports of the Chief Engineer of the War Department. In 1900, subsequent to the passage of the city ordinance regulating the opening of bridge draws it was found that by order of the War Department the four railroad bridges crossing the Chicago River had to be remodeled and partly reconstructed because of their being an obstruction to free navigation.

The ordinance of the City of Chicago under which the bridges crossing the Chicago River and its tributary canals are operated, provides that the draws shall be under the control of the harbor master and that he shall have power to order the opening and closing of the same at any time, when, in his judgment, it is necessary for the protection of the rules and regulations provided in the ordinance.

The section of the ordinance providing for closed bridges during certain hours, follows: Section 2.—(Bridge closed)—Hours—No bridge within the City of Chicago, excepting on Sunday, shall be opened during the times herein specified: 1. Across the main river and across the south branch of the Chicago River from its junction with the main river to the south of Christian street, including the latter, and across the north branch of the Chicago River at Kinzie street from Kinzie street, exclusive, to Halsted street, inclusive, between the hours of 8 and 9 o'clock in the morning and 5:30 and 7:30 in the evening.

Section 3.—(Bridge closed)—Hours—No bridge within the City of Chicago, excepting on Sunday, shall be opened during the times herein specified: 1. Across the main river and across the south branch of the Chicago River from its junction with the main river to the south of Christian street, including the latter, and across the north branch of the Chicago River at Kinzie street from Kinzie street, exclusive, to Halsted street, inclusive, between the hours of 8 and 9 o'clock in the morning and 5:30 and 7:30 in the evening.

Further sections provide that during the hours between 5 o'clock in the morning and 12 o'clock in the afternoon it shall be unlawful to keep open any bridge within the City of Chicago for the purpose of permitting vessels or other craft to pass through the same for a longer period than the time that the bridge is open for an opening for such a period the bridge must be closed to boats for ten minutes.

It is also provided that bridge tenders or persons in charge of the bridge shall not close the same against vessels seeking to pass through until passengers, teams or vehicles have been delayed fully ten minutes by bridge being open.

What Rivermen Say.

It is the opinion of rivermen that while the regulations are in effect the government river traffic is only because they are acceptable to the river interests. It is also their contention that while such regulations may be satisfactory in Chicago that the conditions of river traffic on the Chicago and Willamette Rivers are so entirely different that what is applicable in Chicago is far from being so in Portland. The Chicago River, it is said, is merely a canal with what might be styled dead waters. In the Willamette River there is at all times a current to contend with. The existence of this current, and also of contrary winds, is the essential feature in the necessity of open bridges at all times to river traffic.

Supporting this said Captain A. B. Graham yesterday, "that a boat is coming down stream with a raft of boom sticks. Owing to the strong current it is absolutely necessary that she keep moving down stream, stopping would stop the logs that the logs would pile into her wheel and probably result in its loss. There is absolutely no way in which the boat could hold back the raft. Now what would that mean if the boat happened to come to a bridge just after the closing time. The same thing applies to a boat with a vessel in tow or any of these circumstances or deep-water vessels proceeding to their own power. Coming down stream they could not possibly hold their position against the current and the result would be that if they were caught between bridges that some kind of an accident would follow. Then, in the case of a boat coming up stream with a raft of logs, in such a case it is necessary for the boat to be in motion in order to hold her raft in position, and should she be compelled to stop the raft would, in a

Osterman Pleads Not Guilty.

ASTORIA, Or., Feb. 24.—(Special.)—William Osterman was arraigned in the Circuit Court this afternoon on an indictment charging him with larceny in a dwelling. He pleaded not guilty, and his trial was set for next Tuesday.

\$6500

50x100 on south side of Glisan street, between Sixth and Seventh.

Fine hotel site. Cement sidewalk. Excavation made for cellar.

B. M. LOMBARD,

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great many cases, twist and work around, until it would break up. Who would foot that bill?"

"These are some of the conditions which make traffic on the Chicago and Willamette Rivers so difficult. There is another feature, however, which enables Chicago to work under closed bridges, and that is the character of its river traffic. There is no passenger travel on the river. It is all freight and it is not dependent on idea or weather conditions. Here should an ocean-bound boat be delayed for an hour it might mean the loss of 24 hours at Astoria waiting for a favorable tide. It is all more than ever convinced under the conditions to be contended with on this river that the Government will never allow the bridges to be closed. Still we think that a difficulty and delay does exist to help out in every manner possible for its avoidance. I think, that while there may be some loss to the people, that they should remember that under the proposed closing there would be a far greater loss to river commerce. The whole matter can be adjusted, and the Government should be satisfied, and I think that if the matter is arranged as we have lately suggested, that everyone will be satisfied."

EAST SIDE TALKS ON BRIDGES

Committee of Fifteen Named to Meet County Judge Webster.

A meeting of representative citizens of the East Side gathered last night in the courtroom on Grand avenue and East Morrison street to consider the question of closing the bridge draws a street. A committee of fifteen was appointed to bring the matter to the attention of the County Court. Joseph Buchtel, chairman of the committee on transportation and bridges, from the East Side Improvement Association, called the meeting to order and stated the object of the gathering. He said that nothing but a complete reconstruction to investigation in the port of Portland was intended, but simply a reasonable regulation of the opening and closing of the draws.

Charles G. Hughes spoke of the growth of the East Side, and pointed out that five to one of the dwellings now being erected in Portland were put up on the East Side. He thought that there had been a public abuse regarding the opening and closing of the bridge draws that might be remedied, and that the towing of rafts could not understand their opposition during the day. Mr. Hughes said in his judgment that the remedy for the abuses lay entirely in the hands of the County Court, and that there had been a public abuse regarding the opening and closing of the bridge draws that might be remedied, and that the towing of rafts could not understand their opposition during the day. Mr. Hughes said in his judgment that the remedy for the abuses lay entirely in the hands of the County Court, and that there had been a public abuse regarding the opening and closing of the bridge draws that might be remedied, and that the towing of rafts could not understand their opposition during the day.

Edward Newbegin said that what was asked for would not cause any serious inconvenience to the river men, and he could not understand their opposition to a reasonable regulation. The steamboatmen had declared before the first bridges had been built that they could not navigate the river if bridges were built. He suggested that a strong committee be appointed to wait on the County Judge and present the case to him. He urged that absolute fairness to rivermen be shown.

After all who desired had discussed the subject, R. D. Inman, of Inman, Poulson & Co., was invited to address the meeting. He was well aware that there had been some abuse and annoyance to the public in opening and closing the draws, all of which was subject to remedy and removal.

For nearly two hours the subject was discussed in good humor by the different speakers, and finally it was moved and carried that a committee of 15 be appointed to wait on the County Judge with County Judge Webster, taking into consideration the interests of all concerned. On motion Joseph Buchtel was made chairman of the committee and was asked to appoint the remainder of the members. The following were appointed: Joseph Buchtel, chairman; Whitney L. Boise, George W. Holcomb, Edward Newbegin, C. J. Schuebel, D. J. Malaker, Frank E. McKenna, E. M. Brannick, H. H. Newhall, Dan Kellner, Jay Smith, O. M. Scott, R. L. Sabin, J. J. Ross, Herman Whittinger, L. B. Gilmore, St. Johns, W. J. Peddicord, University Park.

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A FREE PACKAGE

I want every person who is ill with any stomach or liver ailment to send for a free package of my Paw-Paw Pills. I want to prove that they positively cure Indigestion, Sour Stomach, Belching, Wind, Headache, Nervousness, Sleeplessness, and are an infallible cure for Constipation. To do this I am willing to give millions of free packages. The matter is all right. Sold by druggists for one cent a package. For particulars address

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