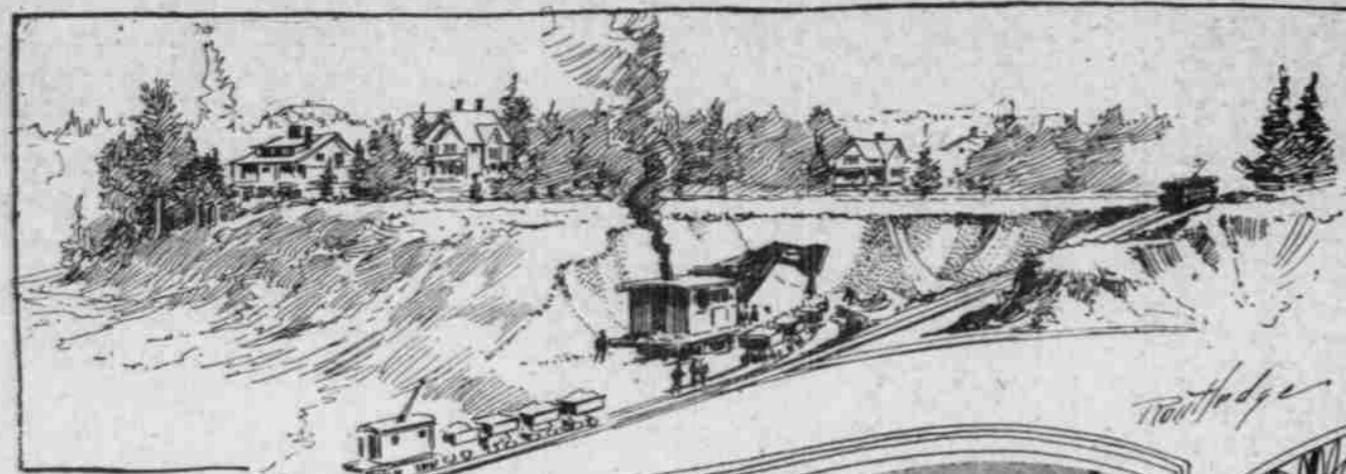
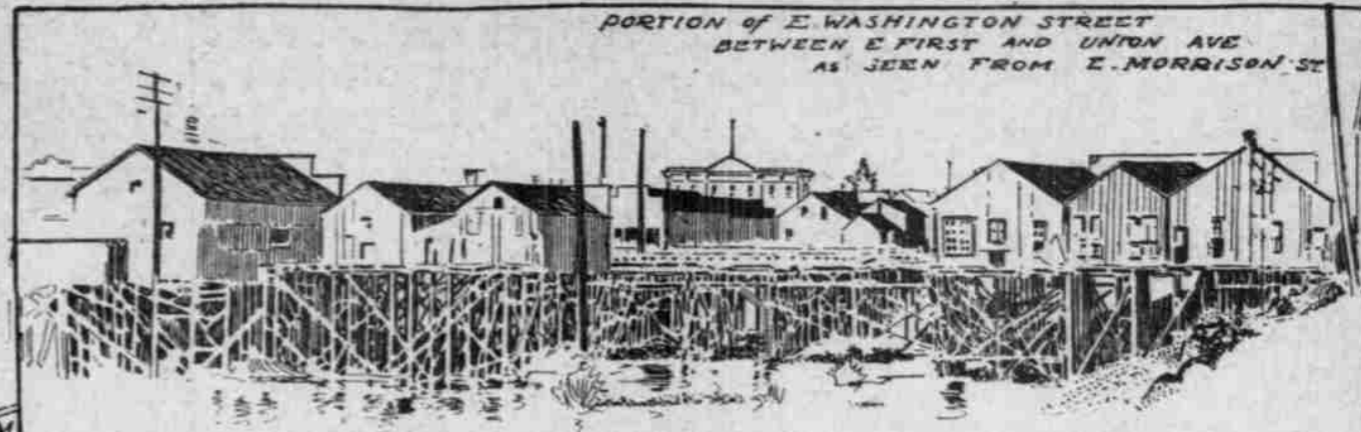


PUSHING WORK ON EAST WASHINGTON STREET EMBANKMENT



EXCAVATING NEAR WEST AVE ON MONTAVILLA LINE



PORTION OF E. WASHINGTON STREET BETWEEN E FIRST AND UNION AVES AS SEEN FROM E. MORRISON ST



BRICK BUILDING ON CORNER UNION AVE AND E. WASHINGTON ST

LOOKING EAST UP E. MAIN FROM WASHINGTON ST



FIRE-TUG BERTH, FOOT OF EAST WASHINGTON STREET

THE Pacific Bridge Company, which secured the contract for filling East Washington street between Union avenue and East First street, and Gelblich & Joplin, who have the contract to fill the street between Water and First, are now hard at work. It will take nearly three months to complete the embankment and lay the plank roadway, which is included in the contracts. The Pacific Bridge Company is filling by means of dump cars from the gravel pit at North Mount Tabor, about three miles from East Washington street, over the Consolidated Railway Company's Montavilla branch. At present two trains of dump cars are operated alternately, the cars being filled at the pit by a steam shovel. Manager Simon is making arrangements to operate night and day, which will greatly expedite the completion of the embankment. To finish its three blocks of the fill the company will have to move 49,000 cubic yards of material, for which it receives 40 cents a cubic yard. Gelblich & Joplin will use 10,000 cubic yards on the embankment between Water and First streets, and they will receive 25 cents a cubic yard. The firm is filling by means of wagons, and obtains earth from the basements of new buildings.

Approximately the embankment on East Washington street will cost \$24,481.2. These were the figures of the Pacific Bridge Company's bid for the entire street, but Gelblich & Joplin bid less for the single block, and the contract was divided between the company and the firm. The bids submitted for the fill follow: Pacific Bridge Company, \$24,481.2; George Brown, \$27,960.4; Smythe & Howard, \$25,026.4; Gelblich & Joplin, \$24,028.2. The material brought in from the Mt. Tabor pit is mainly fine gravel. At the bottom of the fill the embankment will spread out more than 100 feet, and to protect the buildings along the street their foundations have been braced. It is not intended to plank the surface of the fill until the embankment has settled. East Washington street was once the principal street on the East Side, as the Stark street ferry was operated at its foot, but it lost its prestige when the ferry ceased, and the breaking up of the elevated roadway caused it to be abandoned as a general business street. It will prob-

ably regain its rank on completion of the embankment.

The Oregon Water Power & Railway Company is now engaged in filling East Water street on a contract at the rate of 12 1/2 cents a cubic yard, or a total of nearly \$600 for the work between Hawthorne avenue and East Oak street. This low rate was obtained as compensation for the franchise to lay a track on the street. On East Water street the property-owners get a solid fill for half what an elevated roadway would cost to build.

On completion of the fill on East Water street the Pacific Bridge Company, so it is announced, will complete the filling of East Morrison street. About 26,000 cubic yards have been dumped in East Morrison street, leaving between 20,000 and 40,000 cubic yards to complete a solid embankment on this street.

To build an elevated roadway on East Washington street, where the fill is being made, would cost more than \$10,000, and it would have to be replaced in time. Now that the actual work of filling streets has been started in this territory between Union avenue and the Willamette River it is not considered probable that any more elevated roadways will ever be erected in this district, and that in a few years all those

now existing will give way to solid embankments. In this direction much progress has been made. East Clay street is filled solidly between East Second street and the river and Hawthorne avenue is filled between Water and East First streets. In 1904 it is estimated that nearly 40,000 cubic yards of earth were dumped in the streets in this district, taken from basements of buildings.

W. E. Spicer, who, with C. W. Nottingham, worked to secure the filling of East Washington street, says that East Stark street will be the next street to be filled. With these central streets filled he proposes that the property-owners should form a combination to fill up the intervening low lands.

"Material could be pumped from the bottom of the river," said Mr. Spicer, "to fill up all these low lands at a very low cost, probably 10 cents a cubic yard, at the same time deepening the channel of the Willamette. With East Water street as a bulwark all the low land could be filled up say 12 feet deep, which would bring it up to where the basements of buildings would start, and still it would be higher than Front street on the West Side. Many imagine that it would cost several thousand dollars to fill up a single lot. The cost would be much less. To fill up a lot 12 feet deep will require 224 cubic yards, which, at 10 cents a cubic yard, would make the cost \$22.40, and that is not

very high. I have no doubt that a contract could be made by which the whole of the bottom lands could be filled for about 10 cents a cubic yard. At least the central portion of the district could be filled at once say between East Stark and Belmont streets. If this low ground were filled would increase the value of the land three or four times over, and instead of having a swamp in the center of the city we would soon see the district built over with brick structures. Let us get together and have it done."

The Pacific Bridge Company has enough earth at North Mount Tabor to fill up all the low territory. There is also unlimited material along the lines of the Oregon Water Power & Railway Company, besides the gravel now in the bottom of the Willamette River between the Steel and Madison street bridges.

WILL EXTEND THE CAR LINE

Mississippi-Avenue Branch to Connect With St. Johns Line.

The Mississippi-avenue branch of the Portland Consolidated Railway Company will be extended to a connection with the St. Johns line on Killingsworth avenue. It was reported at the meeting of the Central Albin Board of Trade yesterday that the extension would be made on Albin avenue from the present end of the track at Prescott street. Money has been raised to pay for two lots required for the curve of the tracks from Mississippi to Albin avenues. Councilman A. F. Flegel will attend to the vacation of the street and the franchise for the extension. The work of securing money with which to purchase the lots and much of all the other work incident to the extension was done by M. E. Thompson.

It is expected that eventually the branch through Lower Albin will be part of the route of the through cars for St. Johns, it being the shortest.

At this meeting, which was attended by the ladies, Mrs. W. H. Moore explained what the women of that district will do in the civic improvement movement. The Board of Trade appointed J. M. Turner, A. R. Zeller, W. E. Payne and T. A. Goffe on civic improvement.

FAVORS USE OF KNIFE

PHYSICIAN RECOMMENDS OPERATION FOR "DEFECTIVES."

Means Chance of Recovery for Unfortunate Themselves—Prevents Procreation of Unfit Children.

NORTH YAKIMA, Wash., March 11.—(To the Editor.)—I have been much interested always in the problem of race improvement, and especially of late in the discussion in your invaluable paper on the humanity or inhumanity of sparing or cutting off at birth the lives of physical or mental defectives.

However strongly I might believe that the death of any of all such persons is for them and for humanity, I could never accept the solemn responsibility of taking human life, and I am persuaded that it is a power not to be safely or properly intrusted to any private human judgment. And yet the protection of monstrosities and deadly diseases without resort to the taking of life. Certainly parents should think and live rightly. This course, in time, through generations of parents, would, doubtless produce a race of physically and mental perfection; but at present unfavorable ancestral influences are too strong for one right-thinking parent to partially overcome them, therefore it is not wholly within the control of parents to produce just the kind of offspring they desire. If it were, we should soon have a whole race of Roosevelt, Willard and Shakespeare—a condition deluged to contemplate, but I fear still far in the future.

There is a case in point which occurred recently in my own practice, of a handsome young Scotchman, full of life and health, with a beautiful young wife—aged 27 and 24 the most vigorous time of life, according to Dr. Osier. This happy couple of 18 months' wedded life were looking forward with joyful anticipation to the start of their first-born in time to come, and brought a poor frail, sickly, and an abnormally long neck, and an abnormal growth of the thyroid gland, on each side of its throat. As you attach any blame to these healthy, right-living, offspring-doctoring parents, it would be palpable injustice. Should I have killed that child? No, a thousand times, no. Besides, who can tell at the child's birth whether, though seriously handicapped physically, it may not one day become a power in and blessing to the world?

For instance, Alexander Pope, Lord Byron, the present Emperor, William of Germany, and to come near home, our own able historian and man of letters, Professor H. S. Foxman, all physically imperfect at birth, might have come under the proposed plan of extermination.

That we have not complete control of the situation, however, is no reason why we should not use our best effort, by thinking and living, to have our children, so far as our power and responsibility go, well born.

This is a deep and serious subject, and one far too great to cope with in its entirety, yet I repeat, much can and should be taken. Some of the worst ills to which humanity is heir, such as insanity, epilepsy, cancer, are almost certainly transmitted by the immediate progenitors. The greatest curse of the race comes through our vicious criminal and insane classes, and to my mind this is the element that we should first deal with, not by the science of surgery, for if their power to reproduce themselves were retarded null a tremendous important step in advance would have been taken, not only without injury to life, but with positive benefit to the victims themselves.

Over 20 years ago I visited our State Insane Asylum at Salem. My friend Dr. H. then in charge, received me graciously, and conducted me through the various wards. On our way from the wards back to luncheon I said: "Doctor, this is a horrible phase of life; and when is it to end?" "I do not know. It is hard to tell," he replied. "If I had the power," I continued, "I would curtail it, for I would see to it that not one of this class should ever be permitted to curse the world with offspring." He stared at me and finally said: "Would you advocate that method?" "I certainly would, if I were not a woman, and a

DISCUSSES SIDEWALK ORDINANCE

STRICTLY ENFORCED THE BUSINESS INTERESTS WOULD SUFFER, AND AT THE SAME TIME SO PARTICULAR GOOD WOULD BE ACCOMPLISHED.

LA Fayette, (Ind.) Call.

The game of polo has taken a great hold on the people of Lafayette, as the crowds that go to witness the games amply testify. The game is one of the swiftest in the world, and it is no wonder that spectators become enthusiastic over it. Most of the polo players chew gum while the game is in progress. This is to keep their mouths moist and prevent the parching of their throats.

Very few of the spectators can play polo. But they can all chew gum, and most of them do. It is an interesting sight to watch the long lines of moving jaws. Some of the people chew quietly, some otherwise, but as the game progresses you can almost tell what is going on without watching the ball. Just watch the jaws. When the play is swift the jaws move with sympathetic rapidity and when there is a lull they move more slowly. In a moment of suspense, when a goal is at hazard, the chewing stops, only to be renewed with added vigor when the crucial moment has passed.

We know how it is ourselves. Gum seems to be a necessary adjunct to polo. We should therefore suggest that a large gum factory be erected in this city. All the polo cities of Indiana would more than consume the output and it would be an extremely profitable enterprise.

"Mammy," said the little Georgia pickaninny, "Ah've heard tell of dese boob antymummies so much. What do dey look lak?" "De goodness only knows!" responded his mother, "but Ah speak dey look lak de' of Nick. Ah've heard dey ah lak dem."—Chicago Daily News.

The letter addressed to merchants by the Civic Improvement Club seems reasonable to the fair-minded man, and no doubt, it is the intention of the club to put as liberal a construction as possible on the ordinance so far as it affects these men. Some of the merchants, however, seem to take rather a dogmatic view of the situation. In today's Telegram the sentiment of Front-street commission men was stated as follows: "We will keep on using the sidewalks as we have always done. Let the Civic Improvement Board have one of its arrests made. We will get a jury of business men, and we will beat the city."

Is this not a wrong stand for the commission men to take? In using the sidewalks in violation of a city ordinance, there is no disputing this. But, suppose another case, and we will get a jury of criminals and will beat the city." The law-abiding citizens would be up in arms at once. Without a doubt, we Front-street merchants have been breaking a law, but the proposed enforcement of the law should not elicit such a defiant statement as we have been charged with making.

Now for a remedy. Should the law be enforced to the detriment of business? Should the authorities enforce the ordinance in certain sections of the city and allow it to be broken in other sections? My employees have been instructed to keep the sidewalk clear except of up in arms at once. Without a doubt, we Front-street merchants have been breaking a law, but the proposed enforcement of the law should not elicit such a defiant statement as we have been charged with making.

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ORCHARD LANDS

Near the Junction of Snake and Columbia Rivers, in Walla Walla County, Wash.

AT TWO RIVERS

Watered by the Snake River Irrigation Co.'s Immense Power Plant

Choicest lands in the Northwest. Warm, sandy soil, with southerly slope, insures the earliest crops of any place north of Los Angeles. Snake River furnishes the water supply, which is un failing. . . . Two transcontinental railroads afford quick and easy access to all the markets of the Pacific Coast, the Orient and the East.

5, 10 and 20-Acre Tracts Offered at From \$60 to \$100 Per Acre

Strawberries grown in this neighborhood last year were on the market two weeks before any others in the Northwest, and in some instances netted the grower nearly \$700 per acre.

Can you afford to overlook this opportunity? Prepare your ground and raise a crop this year.

An investment in these lands means a handsome income for life. To induce settlement we are offering a limited number of acres at these low prices and upon easy terms.

At the opening of the Clarkston district similar lands sold at \$250 per acre, and now are rated at from \$1000 to \$1500 per acre. At Kennewick lands which sold two years ago for \$40 per acre now command \$400 and upwards. Kennewick is an object lesson.

SEE OUR AGENTS AND ARRANGE FOR TRANSPORTATION EXCURSION RATES MADE FROM ALL RAILROAD POINTS TO TWO RIVERS

E. S. JACKSON, Gen'l Sales Agent, 246 Stark Street, Portland, Or.

B. K. Davis, Pendleton, Or.
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Seeley & Co., Luzon building, Tacoma, Wash.
Hersford & Fisher, 41-43 Jameson block, Spokane, Wash.

Beyer & Newcomb, 10 N. Second street, Walla Walla, Wash.
John A. Lyons, Colfax, Wash.
J. P. Grizer, Chehalis, Wash.
C. C. Farrow & Co., Eugene, Or.

J. H. Elwell, Vancouver, Wash.
Frost & Bryant, Moro, Or.
E. Z. Ferguson, Astoria, Or.
J. A. Moehke, Oregon City, Or.

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