

NATIONS DO HONOR IN FUNERAL RITE

White, Black and Yellow Pay Final Tribute to Late Judge Williams.

SERVICE IS IMPRESSIVE

Pomp and Ceremony Lacking as Dead Man Had Wished—Many Follow Cortege to Burial-Place in Riverview Cemetery.

With those memorable words, "earth to earth, ashes to ashes, dust to dust," all that was mortal of the late George H. Williams, statesman, lawmaker and man, encoined in its casket of wood, covered by steel, was laid away yesterday afternoon in Riverview Cemetery amid a hower of green ferns.

The spot is marked now with a plain white wood tablet, on which are the words: "George Henry Williams, April 19th, 1843—37 years 9 days."

But his close friends, his relatives and perhaps 200 others who also wished to be classed as among those who had known him, gathered round the resting-place for the last rites. And they all waited till earth had covered that resting-place in a quiet, beautiful place, as he would have wished, the body of the late judge rests in hallowed ground.

Every organization with which Judge Williams was connected in the city sent a delegation. The bar was present en masse; the State Supreme Court came from Salem in a body; Federal officials, the boards of governors of the Portland Commercial Club and the Chamber of Commerce were there. The State Circuit Judges and many members of the Multnomah Amateur Athletic Club as well as the full board of trustees were there in bodies. Many children gathered from the closed schools, and city employes stopped labors at the City Hall during three hours of service for the dead.

All Races Pay Tribute. But apart from all these it was a gathering of his friends, of those he loved and those who loved him. It was not confined to race. The white, the black, the yellow, all found their place at the church.

There was no distinction as to creed. Two Catholic priests gathered to show their respect. A Jewish rabbi, a Greek priest and numerous ministers of the other sects for a few moments bowed their heads as the solemn ritual was made a part of history.

Mr. Mary J. Cram, at present visiting in Alameda, Cal., a sister of the late Mrs. Williams, and for many years a member of Judge Williams' household, was unable to reach Portland in time to attend the funeral.

WILLIAMS RECALLED AS IOWAN Pioneer Acquaintance Remembers Judge in First Position.

ASHLAND, Or., April 6.—(Special.)—Albert G. Rockfellow, of Ashland, who has attained the age of 86 years and is one of the early pioneer residents of this section of Oregon, says he remembers as if but yesterday the day way back in 1847 when the late Judge George H. Williams drove in on the stage to Wapello, Iowa, to hold his first term of court after his election to the district judgeship there, his first official position.

Mr. Rockfellow was living in Wapello. His acquaintance with Judge Williams dated from that time and he has carefully watched his brilliant career since in all its steps, adding that the name of "Oregon's Grand Old Man" is too limited—that he was one of the grand old men of the Nation.

Steamship Augustus Due April 20. The first of the regular steamships in the service of Henry Lund, of San Francisco, between European ports and ports on the Pacific Coast, will arrive at Portland about April 20. She is the German steamship Augustus and is now due at San Francisco. Taylor, Young & Co. announce that she will bring about 2000 tons of general merchandise to Portland. She discharged a portion of her cargo at San Diego and will leave a large amount at San Francisco.

BEARING FLOWER-LADEN CASKET FROM HEARSE TO BIER IN THE CHURCH.



PALLBEARERS (LEFT TO RIGHT)—F. T. DODGE, JAMES LAIDLAW, G. W. M'ILLAN, T. SCOTT EROKE, R. L. GLISAN, L. A. LEWIS, C. E. S. WOOD, C. J. SCHNABEL.

CARS GIVEN RED PAINT

YELLOW COATS WEAR OFF TOO SOON, SAYS JOSSELYN.

Work of Double-Tracking Oregon City Line to Golf Links Will Begin Immediately.

All the Portland streets are to be painted red this Summer—not in the sense that one speaks of painting a town a vermilion hue—but in the actual warm and glowing color.

Large quantities of material for the construction work provided for in the year's budget are now being ordered by the company, including rails, brick and paving blocks.

Orders have been issued for work to start immediately on the double-tracking of the Oregon City line from Spokane avenue to the Sellwood golf links.

Full text of the resolution passed by the Chamber of Commerce Tuesday, in which that organization committed itself to the "open shop" policy with reference to labor disputes, was given out yesterday.

CHAMBER TAKES ITS STAND Business Men's Organization Makes Public "Open Shop" Policy.

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VISITORS ON MACLEAY PARK Present Work Cannot Mar the Beauty of the Woods.

PORTLAND, April 6.—(To the Editor.)—Having read different opinions expressed in regard to Macleay Park, I as a stranger in Portland, thought I would like to see it.

Yesterday morning I asked about a dozen men, who were residents of the city, where this park was located, and not one could tell me. Finally I met a friendly "cop" and he gave me directions how to get there.

I went out to the old Fair Grounds and went up the hill at Twenty-ninth street and found a road which ran back into the hills. This canyon lies on the right of this road.

The park lies in heavy timber; the steep banks of the canyon are covered with ferns; the rocks and dead timber are covered with moss. When you are there, you think you are a hundred

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CONVICT LABOR IS MADE PROFITABLE

Washington Nets \$1.66 a Day for Each Prisoner Employed on Roads.

WORK BENEFIT TO STATE

Hitherto Unproductive Labor Is Creating Values in Rural Districts—Governor Favors Extension of System.

Prisoners worked on the public highways in Washington earned \$1.66 a day each in March, according to the report of Henry L. Bowley, state highway commissioner for Washington. This sum was realized as profit by the state, estimating the work at contract rates, after the cost of maintaining the convicts' camp had been deducted from the total value of the work.

The report is being used as an argument favoring the working of prisoners on the public highways of Oregon. The building of public highways in Washington received an impulse when the last Legislature laid out a comprehensive plan for highway development.

Roads Are Classified. For the purpose of defining their respective means of construction, the roads in Washington are divided into four classes, as follows:

First—Roads by the local assessment plan, the roads being built under state specifications but paid for by the property owners benefited. It is not fully understood why this plan was adopted, as the average property owner prefers to take advantage of the methods which will require the local and state governments to pay a part or all of the cost of the roads.

Second—The petition state aid roads, which are constructed at the combined expense of the property owners benefited, the county and the state. For roads of this class, a petition bearing the names of the owners of at least two-thirds the property, reckoned by linear feet benefited, is presented to the County Commissioners, who then order the road. The property owners pay 15 per cent of the cost of the road, the county pays 35 per cent, and the state pays the remaining 50 per cent.

Third—State aid roads, for which the county pays half of the expense and the state pays the other half.

Fourth—Roads built through sparsely settled country, entirely at the cost of the state. These roads are constructed under the direction of the state highway commissioner.

Convict Labor Made Useful. Washington has established four large rock-crushing plants, which are to be operated entirely by convict labor in connection with the road-building work.

Already several general thoroughfares have been laid out by the state, the most important of which are state roads Nos. 6, 7 and 8.

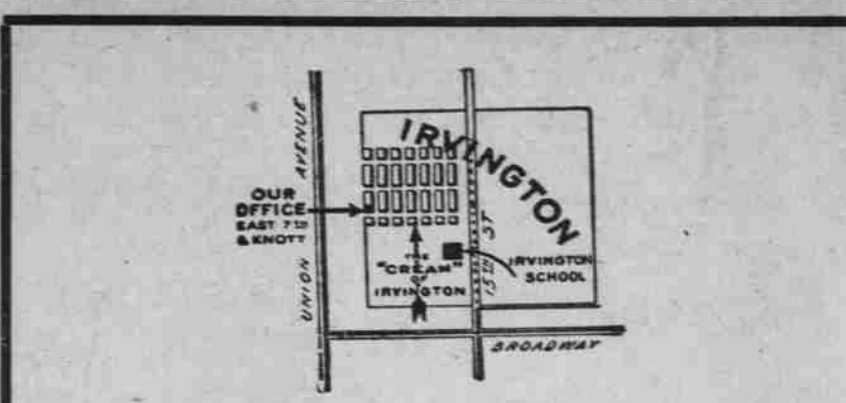
State road No. 4 is being built from Blaine to Vancouver. The convicts employed on this road are now at Blanchard and are making the highway from La Conner Flats to Bellingham.

State road No. 7 will connect Tacoma and Seattle with Spokane, touching Wenatchee and Waterville on the way. It will go through the Snoqualmie Pass and down the Yakima canyon.

State road No. 8 will be of benefit to Portland, it is pointed out, as it will pass up the Columbia River from Vancouver to Spokane, passing Maryhill, Goldendale and Walla Walla.

Governor Hay is taking much interest in the good roads movement, and is at present on a trip to the state penitentiary at Walla Walla to determine to what extent the number of convicts employed for road work can be increased. There are now 1000 prisoners in Washington, and it is planned to keep as many as possible of these at work on the public roads. J. C. Lawrence, one of the state railway commissioners of Washington, recently has been made president of the Washington Good Roads Association, to succeed Samuel Hill.

Even the railroads in Washington are promoting the construction of better highways. The Northern Pacific Railway recently turned over to the state several miles of abandoned rights-of-way on the Columbia River, to be used in the construction of the new state road being built there. The company also has presented to present to the state the present railway bridge over the Cowlitz River when it is abandoned in the near future by the railroad.



Irvington

Prices Increase May 1st \$200 on Every Lot

If you buy—Now—you make \$200 profit right off the reel.

We are selling all unsold lots shown on the map of Irvington at the top of this announcement, at prices much lower than they should be.

Prices in other sections of Irvington are much higher. The lots shown above are the most valuable in Irvington for the following reasons:

These lots are close in—they have the best car service—NOW—and are going to have still more—they have the finest and best street improvements of any residence section of, not only Irvington, but of Portland.

These lots are but one block from the Irvington school—one of Portland's largest. These lots are in the highest elevation of Irvington—about as high as The Oregonian tower.

As it is now, this section has three to five-minute car service. It takes only 12 minutes from Second and Washington to Knott street—one block from these lots.

These lots are restricted to residences only—minimum cost \$2500—to be set back at least 25 feet from the property line.

Nearness to center—car service—improvements—restrictions—schools—view property—these are what make a residence section ideal, and values advance rapidly. These are the things you get with every one of these lots.

Watch the prices of these lots soar when the Fifteenth-street extension of the Irvington line is completed. The franchise has been ratified by the Supreme Court—work is in progress—cars will be running this Summer.

This extra car service will cause the prices of these lots to double. Buy—Now—before the prices advance. Every unsold lot will be raised \$200 in price May 1.

	Present Prices	May 1st Prices
Corners	100x100 \$3000	\$3400
Inside Lots	50x100 \$1250	\$1450

10% Down and 2% Per Month Improvements Completed and Bonded

Come to the Irvington office. Mr. Mumford is in charge and will show you about.

Take Woodlawn, Alberta or any other car running out Union avenue. Get off at Knott street. Walk one block east and you are on the finest improved—most desirable—most valuable residence section of the East Side.

Rountree & Diamond, 241 Stark St.

SCENE AT TRINITY EPISCOPAL CHURCH AFTER CONCLUSION OF SERVICES OVER GEORGE H. WILLIAMS.



CORTEGE, WITH REMAINS OF OREGON'S GRAND OLD MAN LEAVING THE CHURCH.

CONCERT NUMBERS SELECT

Monday Musical Club Programme Announced in Part.

At the Monday Musical Club's auditorium benefit, April 14, at the Masonic Temple, Mrs. Silvia Maguire will give a reading with a musical setting played by Mrs. E. M. Bergen, Frederick Greitz will play a group of violin numbers, which his long sojourn in European art centers enables him to do with finesse.

Miss Nancy Beals, soprano, and Mrs. Baitis Allen, contralto, will sing a duet and Mrs. Allen will also be heard in other selections.

Miss Mitylene Fraker, contralto, will sing (a) "Maid of the Morning" (Norton); (b) "Swallow," from "The Princess," by Tennyson (Wellard Patten); (c) "By the Sea" (Rose Trumbull).

Mrs. George Parrish, a soprano, trained by the best teachers who have come here, will sing an aria from "Roberto il Diavolo," by Meyerbeer. Others to appear will be announced later.

See Woodburn Orchards Co.'s advertisement, page 7, today's issue.