

ROAD PLANS NEW

Oregon Association to Be Superseded by Another.

BRANCHES TO BE FEATURE

Effort Will Be Made to Enlist All Counties of State in Movement to Create Public Sentiment for Better Highways.

To organize a statewide good roads association with county branches will be the purpose of the meeting to be held tonight in room 604 Beck building. It will be called to order by Dr. Andrew C. Smith. There will be a session of the old Oregon Good Roads Association before the state association is formed, all of the business which belongs to it will be disposed of and the society will then pass into history. The new organization is the result of the deliberations of a committee appointed to ascertain the best methods for re-organizing, composed of John S. Beall, E. H. Wempe, C. S. Jackson, E. F. Cannon and Frank C. Riggs. They will make a report which provides for a statewide organization, having a local society in each county, with a president, vice-president and secretary-treasurer. The yearly fee set to be \$2.50 for each member, 60 per cent of which is to be contributed to the state organization and 40 per cent to the local. There is provision for regular and irregular memberships. The committee on constitution and by-laws is composed of W. C. Bristol, L. R. Webster and James Cole.

Sentiment to Be Fostered.

It is the aim of the society to create a sentiment for the passage of laws that will induce the building of state roads on modern scientific plans. It was found that the burden of carrying on a campaign with only Portland to back up the movement was too heavy for the members and that it was not effective in securing the sentiment desired throughout the state. It is felt by Portland good roads enthusiasts that to present the subject of needed legislation to the citizens of the state properly, enthusiasm must be aroused and to do this effectively it is believed local associations will be necessary.

Letters have been received from many of the leading men of the city and state who have expressed a desire to take part in the new movement. J. P. O'Brien, general manager of the Harriman lines in the Pacific Northwest, has indicated that he would lend his assistance in bringing the subject to the attention of the public, and has said that it is essential that good roads be established in Oregon. "We need roads," said "as much as any one thing in Oregon. They are necessary to the successful handling of the products of the soil. The mountain valleys in the western part of the state need roads more than any other part. With our heavy rainfall it is apparent that a sound and suitable pathway is necessary for the moving of farm goods."

Early Campaign Proposed.

With the launching of the new society it is proposed to begin an early campaign for the adoption of an initiative measure to force the proper distribution of funds for building statewide roads. It is contended by advocates of good roads that if a bill is submitted to the people for the expenditure of a large sum for a consistent system of state roads, it will be adopted by a majority that will surprise some of the opponents of proposed state-aid road measures. A bill that will favor the building of roads, and that includes provision for a complete system of roadways, the work to cover 20 years and to involve the expenditure of \$100,000,000. The first county organization to be formed will be in Washington County, a call having been issued for a meeting in Hillsboro Saturday afternoon.

GRANT LAND KEPT CLOSED

Filing Not Allowed Until Cancellation Is Effectuated.

S. V. Froudfit, Assistant Commissioner of the General Land Office, has issued to the register and receiver of the land office in Portland instructions to the effect that no filings on the 2,376,000 acres of Southern Pacific land returned to the government by Judge Wolverton's decision will be allowed. The instructions are:

"In accordance with departmental instructions of February 24, 1911, in the matter of the suit instituted by the government against the Oregon & California Railway Company et al. to obtain a judicial declaration of forfeiture of the company's grant, you are hereby directed to advise all applicants and inquirers for lands involved in the pending litigation that, in the event a decision favorable to the government is rendered, upon the demurrer heretofore argued and submitted, the lands will not thereby be restored to settlement, but will be subject to the rules of the Department, lands covered by outstanding patents, or other claims of record, are not subject to other disposition until under the authority of this office, notation of the cancellation of the outstanding claim is made on the records of the local land office."

POULTRY FEEDING TOPIC

Important Subject to Be Discussed Before Y. M. C. A.

"Feeds and Feeding" is the subject of Professor A. G. Lunn's lecture in the poultry-raising series at the Y. M. C. A. on Friday evening next. This is one of the most important lectures of the series, and will be full of information to the poultry keeper, especially to the beginner. Professor Lunn will illustrate the lecture with slides and a question box will be opened. Written questions on the subject of the lecture are invited. In addition, the views that should be used in the lecture last week on "Breeding" will be shown and explained.

The attendance at these lectures is increasing each week, the subject of poultry-raising being a popular one. Professor Lunn's subject on May 5 will be "Preparing and Marketing Poultry Products." On May 12 Dr. E. P. Porter will be the lecturer and his subject will be "Poultry Diseases." The lectures are under the joint auspices of the Y. M. C. A. and the Portland Junior Poultry Club. They are free to all.

Madras Liquor Dealer Convicted. W. H. Kenner, a Madras saloon-keeper, was convicted yesterday by jury in the Federal Court of having sold whiskey to James Thompson, an Indian. Kenner's bond was increased

from \$250 to \$1000. Upon giving \$500 cash bail he was released, it being customary to accept half the amount of the bond if cash is put up. He will be sentenced today. It was on October 16, 1910, that he is alleged to have sold the liquor. Thompson is an Indian of the Warm Springs reservation.

FAIR ATTITUDE COMMENDED

Railway Magazine Gives Credit for Sensible Views.

In its current issue the North Western, the official publication of the Chicago & Northwestern Railway, gives credit to The Oregonian for its attitude toward the railroad. "Some of the most influential newspapers in the country," says this journal, "always have expressed sane and sensible views regarding the railroad, and none has been more consistently fair than The Oregonian of Portland, Or., the foremost paper of the Northwest."

Accompanying this comment is a reproduction of a cartoon recently appearing in The Oregonian in which the railroad is typified by the O. W. R. & N. Co. in its announced intention of spending \$8,000,000 for new construction work between Portland and Spokane.

LOWER RATE JUST

Portland's Position Is Advantage, Says Mr. Cotton.

TIDEWATER MUST GOVERN

Counsel for Harriman Lines, Returning From Hearing, Maintains Position—Julius Kruttschnitt Soon to Come West.

"A through rate from the East to the Coast with back haul rate to interior points is what the Interstate Commerce Commission ought to establish," declared W. W. Cotton, general counsel

copies. Mr. McMurray prepared a case containing a copy of every publication issued in this way and the ex-President expressed his intention of reading all of them.

Frank A. Vanderlip, president of the National City Bank of New York, who was in Portland a few weeks ago, also requested a supply. He wrote last week acknowledging receipt of them and his pleasure in perusing them. He asked to be placed on the company's mailing list.

Caspar W. Hodgson, manager of the World Book Company, of Yonkers, N. Y.; H. W. Henderson, secretary of the Commercial Club at Colorado Springs, and others, have written recently expressing approval of the plan.

STATION TO BE DEDICATED

Northern Pacific Officials to Join Celebration at Tacoma.

Portland officials of the Northern Pacific are preparing to go to Tacoma next week to take part in the celebration incident to the opening of the new passenger station just completed there. Howard Elliott, president of the road, will be the principal speaker. State and local officials also will take part in the programme. In the absence of A. D. Charlton, assistant general passenger agent in Portland, F.

BEND HIGH SCHOOL GIRLS' BASKETBALL TEAM, COACHED BY WOMAN, PASSES SEASON WITHOUT SUFFERING ONE DEFEAT.



FAIR ATHLETES. ALL GAMES (LEFT TO RIGHT)—MISS GERTRUDE MARKEL, MISS DOLE, MISS NELL MARKEL, MISS ANNE MARKEL, MISS YOUNG, MISS WEST AND MISS WILSON.

BEND, Or., April 27.—(Special.)—The Bend High School Girls' Basketball Team is an undefeated organization. The girls played the last of the series of games for the season last Saturday night with the Crook County High School team, and won by 11 to 8. The team was developed and coached by Mrs. Dr. Fawcner.

are represented as holding a bagful of money which a figure portraying the Northwest looks upon with the expression, "Say, you're a pretty good fellow."

PUBLICITY MEN TO VISIT

Representatives of Western Development Association Coming.

With the object of consulting railway officials so as to outline their future work, James H. Brady, of St. Louis, Mo., and Will A. Campbell, of Omaha, Neb., president and secretary respectively of the Western Development Association, will arrive in Portland May 17. They will also meet with the executive committee of the association. This association which has Omaha for its center is different from the one fathered by Louis W. Hill, president of the Great Northern. The latter association has St. Paul for its gateway. Both associations aim to turn the tide of travel their way. The Hill association has only seven states in its territory while the Omaha project includes ten, the states of Idaho, Washington, Oregon and Montana are in both organizations. The Hill association has in addition, Minnesota, North and South Dakota while the Omaha society is for exclusive membership in Wyoming, Colorado, Nebraska, California, Nevada and Utah.

PERSONAL MENTION.

Leslie Butler, banker of Hood River, is at the Perkins. H. R. Parker, a hotel man of Astoria, is at the Cornwell. Dr. A. A. Finch, of Astoria, is registered at the Portland. G. J. Gessling, fruit rancher of Hood River, is at the Portland. A. W. Lueders, a physician, of Aberdeen, is at the Imperial. J. M. Shelley, a business man of Eugene, is at the Cornwell. Alex. White, a timber man of Westport, Or., is at the Perkins. Walter M. Parker, baker and grocer of Albany, is at the Oregon. Mr. and Mrs. Ashley Taby and family, of Seattle, are at the Lenox. R. A. Young, a prominent business man of Albany, is at the Imperial.

Captain Holmes, of the steamer J. A. Chandler, is registered at the Imperial. E. E. Williams, politician and banker of Dallas, is registered at the Imperial. George A. Lovejoy, an insurance man of Spokane, is staying at the Imperial.

Frank Wright, a cannery man of Lumbert, Wash., is registered at the Oregon.

Mr. and Mrs. E. E. Gedney, prominent residents of Little Falls, N. J., are at the Bowers. They are touring the west.

Mrs. N. Doane, widow of N. Doane, a pioneer Methodist minister, is seriously ill at her home in University Park. Her recovery is doubtful.

CHICAGO, April 27.—(Special.)—E. Jacobson, of Portland, Or., is registered at the Palmer House.

NEW YORK, April 27.—(Special.)—Northwestern people registered today at New York hotels are:

From Portland—Mrs. A. H. Divers, at the Hotel Astor.
From Ashland—P. Burch, at the Churchill.
From Seattle—L. W. Worm, at the Herald Square; M. J. Hetchu and J. Ten Hope, at the Bristol.

CARD OF THANKS.

Mrs. Anna J. Hicks and family desire to thank the Degree of Honor of the Ancient Order of United Workmen for the floral tribute they so kindly gave to the memory of Miss Jessie Hicks. Thanks are also extended to the many kind friends who have ministered to the members of the family in their bereavement.

for the Harriman lines, on his return last night from Washington, D. C., where he attended the hearing before the National rate-making body. "On account of Portland's position on tidewater where the railroads are required to meet ocean competition, the only reasonable thing that the commission can do is to recognize the nature of superiority of this city over the interior towns and establish rates accordingly. The rate to a point in Eastern Oregon or Eastern Washington should be no lower than it is to Portland, but on the other hand the Portland or terminal rate should be lower than the rate to interior points, even though goods are hauled through those points before reaching Portland."

Natural Advantage Supreme.

"In our contentions before the commission we argued that the interior rate should be the rate to the Coast plus the local rate back. So long as this city has the natural advantage of ocean transportation its position as a distributing center will remain superior. We contended that it would be unfair to the Coast cities to give the interior points a rail rate equal to that which this city enjoys by reason of ocean competition. It would be difficult for the railroads to adjust their rates to meet the ocean competition if the Coast rates were applied to the interior points."

"It is impossible to forecast what the commission's decision will be, however. They have taken the subject under advisement and will not reach a conclusion until three or four weeks, and perhaps not for months."

Mr. Cotton said that he had not examined the text of the decision made by Judge Wolverton in the Federal Court a few days ago, which in effect restores to the government the title to all the lands in Oregon granted to the Southern Pacific Railway for building through the state. He has not been actively engaged in handling that case, although he obtained reports of the court's action when it was made. "I don't know what will be done in that case," he commented. "Judge Fenton is handling it. I haven't studied the case and am not particularly familiar with the situation."

Mr. Kruttschnitt Coming.

Following the close of the hearings in Washington Mr. Cotton went to New York and Chicago, where he held conferences with officials of the Harriman lines, including Judge Robert S. Lovett, president of the system, and Julius Kruttschnitt, director of maintenance and operation. Mr. Kruttschnitt is expected to arrive in the Northwest next week to view the local situation and to obtain first-hand information for his department, which carries out all improvements and extensions for the Union Pacific and Southern Pacific systems.

Judge Lovett also expressed a desire to visit Portland this year and likely will be here some time in the Summer. He displayed a healthy interest in the Northwest, Mr. Cotton reported.

Mr. Cotton had been away from Portland two months and breathed a sigh of satisfaction when he stepped from the train.

"It's mighty good to be back in Oregon," he exclaimed. "I tried hard to get away earlier, but I was detained many times. Somehow I never felt right until I got back to Portland."

PLAN PLEASES ROOSEVELT

Community Advertising Finds Favor With ex-President.

Theodore Roosevelt is pleased with the Oregon method of community advertising as practiced by William McMurray, general passenger agent of the Harriman lines. In a letter received by Mr. McMurray yesterday the Colonel said: "It was kind of you to see that I obtained a community case of literature and I thank you for your courtesy." When he was in Portland Mr. Roosevelt saw one of the booklets that the railroad has been issuing in co-operation with the various communities that it serves and requested additional

W. Fogarty, assistant general freight agent, will represent the Portland office.

The new depot at Tacoma is said to be one of the finest on the Coast and is in keeping with the general style of architecture followed by the Northern Pacific in its recent construction work.

Tourist Association Planned.

Efforts to organize a Northwest Tourist Association to induce travelers to come through Oregon and Washington on their trips to the Coast will be made at a meeting to be held at Tacoma next Monday which will be attended by railroad officials of this city. William McMurray, general passenger agent of the Harriman lines, will represent that road. The scheme is fostered by the Tacoma Chamber of Commerce.

NEW AIRSHIP IS TRIED

PORTLAND MAN IS COMPLETING HOME-MADE MONOPLANE.

Preliminary Flights Are Successful and Inventor Is Confident of Outcome.

Silas Christoffersen, a Portland young man and vice-president of the Christoffersen-Woods Carburetor Company, is completing a flying machine of the monoplane type, in a tent at the corner of Dekum avenue and East Twenty-seventh streets, east of Woodlawn. With the assistance of Harry Christoffersen, he has been working on the machine at this place the past month. Mr. Christoffersen has been working on the flying machine about a year in all, but now hopes to have it studied the machine and place the subject will be discussed at the annual meeting to be held next Monday, when officers will be elected.

Several flights of 200 and 300 yards have been made across the field near the tent, but not far from the ground, to try the engine, but owing to the roughness of the ground some damage was done to the machine. Until a new propeller has been procured no more flights will be attempted. Two men, working under the direction of the builder, are repairing the slight damage.

The engine, a four-cylinder, 40-horse-power gasoline motor, was built here by Mr. Christoffersen. The flying-machine has a 40-foot spread from tip to tip of wings and the total weight of the machine is 800 pounds, that of the engine being 250 pounds. It is fitted to carry one man, the driver who manages the lever. Notwithstanding the roughness of the field and the lack of facilities for starting, the machine skinned well the field near the ground gracefully.

Harry Christoffersen, brother of the builder, said yesterday that great difficulties had been experienced in finding a field where test flights could be made, but a search is now being made for a better field for that purpose and when it is found the machine will be moved.

"The machine will fly all right," said Harry Christoffersen, "but we shall have to wait until we get a new propeller from the East. The engine is a fine piece of machinery and develops great power. It was built entirely by my brother and works well. There is nothing different over the field than the skimming of a feather. The monoplane about our machine, and with the new propeller and a better field we can make some flights. Here the ground is so rough that it disrupts the tires on the wheels and endangers the operation of the machine. Flying machines will soon be common everywhere."

The construction of a carriage road from Rio de Janeiro to its mountain suburb of Petropolis will now be undertaken, \$23,000 gold having been authorized for a survey.

Alteration Sale
Sample Coats, Suits, Dresses

We are crowded to the limit for room and the carpenters are making a fuss because they haven't room to work, and we must sacrifice the stock to satisfy them. We are going to remodel and expand.

WATCH US GROW

Sacrifice Sale of Sample Tailored Suits at \$12.95, \$14.95, \$19.85, \$24.95

Over 500 Suits to choose from at these prices—values \$20 to \$35.

Dresses Sacrificed

200 Silk and Wool Dresses—values to \$35

\$11.95

A Sacrifice Sale of Coats

Your choice from 300 WOOL COATS AT HALF PRICE—blues, black and fancy mixtures—all the new ideas in Auto Coats, Street Coats and Evening Coats go at HALF PRICE in wools, Except White Serges.

\$6.00 Silk Petticoat Sale \$2.98

VISIT OUR BARGAIN BASEMENT

Worrell's Sample Cloaks and Suits

134 Sixth Street, Corner Alder, Opposite Oregonian

WOMEN BUY HOME SITE

QUARTER BLOCK BOUGHT BY UNION FOR \$25,000.

Location at Corner of Tenth and Montgomery Regarded as Desirable for Purpose.

The Portland Women's Union has bought from Miss Henrietta E. Felling the quarter block at the southeast corner of Tenth and Montgomery streets for \$25,000. This is to be the site for the home to be erected by the union as soon as sufficient funds have been raised. The purchase was made possible by the gift of \$15,000 by Mrs. P. J. Mann, formerly president of the union, the remainder being obtained from other sources.

The location is regarded as especially desirable for the purpose, as it is within easy walking distance of the business center and is only a block from the Eleventh-street carline. The half block between West Park and Tenth streets is occupied by a large frame residence.

"Some means for expansion of the home maintained by the union is urgently needed," said Miss M. S. Barlow, the secretary, last night. "During last year we turned away more than 250 applicants for accommodations. Now that a site has been obtained we shall be able to give our attention to raising funds for building. Doubtless the subject will be discussed at the annual meeting to be held next Monday, when officers will be elected."

C. R. Gray En Route West.

A telegram received in Portland yesterday announces that C. R. Gray, who is to succeed John F. Stevens as head of the Hill lines in Oregon and the

North Bank road, left St. Paul yesterday morning for Portland. This will enable him to reach this city Saturday night, if he travels without stopping en route. It is likely, however, that he will spend a day in Spokane, or that he may travel via Puget Sound, thus reaching Portland Sunday or Monday. He will take up his new duties Monday.

AUTO TRUCKS SUGGESTED

Rose Shower May Not Be Conducted From Streetcars.

The Peninsula Rose Association may decide to use auto-trucks for the rose shower during the Rose Festival. The Portland Railway, Light & Power Company has offered open cars, such as are used in summer for passenger traffic, but has no flat cars, as had been asked for. The flat cars are wanted, said the committee, because they can be decorated to best advantage. The committee on rose shower has been instructed to investigate the auto-trucks.

It was reported by the committee on queen contest that arrangements were being made to open voting places at all the principal points along the St. Johns railway and also at St. Johns and Kenton, and that local committees would be appointed to make the arrangements. An effort will be made, said the committee, to obtain two or more candidates at each place, so that the contest will be spirited. It was reported that arrangements for the depot rose booths had been completed.

CURFEW TO BE ENFORCED

Chief of Police Adopts Suggestion Made by Judge Gatens.

Pursuant to a suggestion of Judge Gatens, of the Juvenile Court, Chief of Police Cox issued an order yesterday to all officers that minors not having the

permission of their parents to be abroad on the streets after 9 P. M., shall be compelled to go home. Flagrant cases will be laid before the Juvenile Court. The Chief told his officers that a strict enforcement of the order would result in checking petty criminality.

Officers were also directed to break up the practice of disolute men hanging about places of public resort for the purpose of forming the acquaintance of young girls.

AGATE BEARS DOG'S FACE

Dr. Rafferty Presents Peculiar Find to His Friend, H. S. Rowe.

Picture agate bearing a perfect face of a bulldog was found a few weeks ago on the river bank near the Inman-Poulsen mill on the East Side by Dr. Day Rafferty, who carved it to a convenient size and polished it preparatory to mounting it on a scarf pin, which he presented yesterday morning to his friend H. S. Rowe, general agent of the Milwaukee railroad. The polish brings the head of the agate into more prominence and it is discerned distinctly at first glance.

Dr. Rafferty makes a practice of gathering agate from the sands on the Willamette River banks and frequently has found picture agate of remarkable formation. This he declares, is the most peculiar that ever has come to his notice.

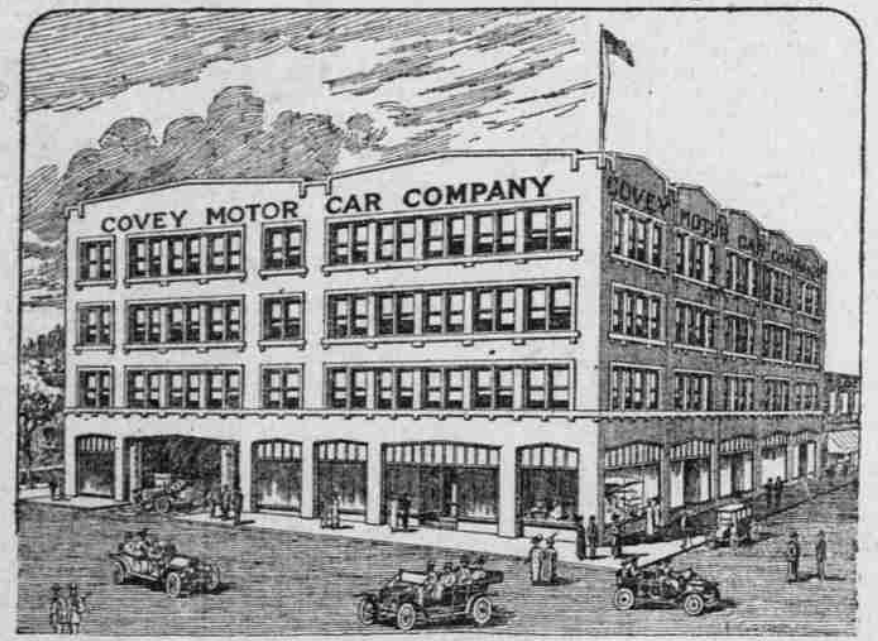
BRIDGE CARDS.

And playing cards of every kind. Air-cushion finish—elegant to look at, grateful to handle—the sort with style. Initial-back cards for bridge prizes. Sig. Stichel & Co., 52 Third, or Third and Washington.

The canal zone makes a community of about 7000 Americans, men, women and children—4500 men on canal work, 825 on the Panama Railroad, 1500 women, 1500 children.

ANNOUNCEMENT

After May 1st we will be located in our new building, Washington at 21st street. We believe we can honestly say it is the finest and most complete Automobile establishment in the Northwest. Your patronage is solicited.



Pierce-Arrow Six—Last word in motor car luxury. Cadillac "30"—Indisputable leader in its class. Woods Electric—Best by test.

Covey Motor Car Co.

Washington at 21st, Portland, Or.