JEFF ISN'T SURE

Appreciates Proffer Made by Oldtimers to Help, but Has Not Picked Men.

INTEREST GREAT IN SOUTH

"Colonels" Greatly Excited as to Whether "Nigger" Will Continue to Be Kingpin in Pugiliste World or White Man.

MEMPHIS, Tenn., Dec. 18.—(Special.)— It's all news to James J. Jeffries that Corbett, McCoy, Sharkey, Ryan. Arm-strong, etc., will train him for his bout with Jack Johnson.

with Jack Johnson.

The big boxer arrived here in the midst of a smow atorm this afternoon, hurried to a Turkish bath for a two hours' stay, was given a vigorous rub from two stalwart attendants, and then proceeded to strip for his sparring exhibition with Berger before several thousand Southerners. These seem intensely interested as to whether a "nigger" or a white man will continue as the king-bee of the will continue as the king-bee of the

will continue as the king-bee of the pugilistic world.

"It is very kind of all the old boys to offer their services," said Jeffries, "but I think that my advisers will decide against too many being at the camp. I will need several big men to rough it with and several speedy boxers with enough size and science to box with. But as yet no selections have been made."

Jeffries has about decided to swend a Jeffries has about decided to spend a month or so at Corbett's old training camp, in the heart of the Sierras. It was there that Jeffries sacrified himself as a human punching has for Corbett when "Gentleman Jim" was training for Fitzsimmons at Carson City. After his sejourn in the mountains Jeffries said he would go to a place nearer to the scene of battle for final

MULTNOMAH ENJOYS BILLIARDS

Interesting Matches Played Off in Tournament Now in Progress.

interesting billiard matches were played inst night at the Multnomah Club in the tournament being held there. The feature match was the scratch event, in which William Dennis won from W. D. Streeter, 125 to 75. scores were as follows: scond class—E. Holcomb 70, N.

Murray 66.
Second class—E. D. Morris 25, L. H.
Hughes, 31.
Seventh class—F. C. Warren 40, J. L. First class-W. M. Dennis 125, W. D. class-B. Whiting 40, L. F.

Sixth class-L. A. Cleland 40, L. F. Seventh class—A. Murphy 49, H. H. Rasch 27. Seventh class-F. C. Warren 50, H. H. Rasch 50, Seventh class-R. N. Sullivan 46, H. H. Rasch 40,

INDOOR CHAMPIONSHIP TIED Company B and Hospital Corps Have Neither Lost Game.

As the result of games played dur-ing the past week the Company B and Hospital Corps indoor baseball teams continue to hold the lead in the per-centage column of the Armory Indoor Baseball League, neither team having

The game last night between Company H and Company E was a comedy of errors, in which Company E wen by the enormous score of 42 to 5. The

out of every ten chances.

The batteries were Beagle and Hansen for Company E and Sweeney and Newell, Woods and Kendall for Company H. The score by Innings was sen for Con Newell, Woo pany H. T as follows:

Co. H..... 4 1 4 0 5 8 11 5-42 Co. H..... 0 1 0 1 2 1 2 2-5 DORANDO AGAIN COLLAPSES

Italian Loses Marathon Race to Gardiner, New Englishman.

LONDON, Dec. 18 .- Pietro Dorando, the Italian runner, collapsed in the twenty-third mile of his marathon race against B. W. Gardiner, a local runner, at Albert Hall tonight. Gardiner's time for the 23 miles was

hours 12 minutes and 2-5 seconds, a world's indoor record. His time for the full distance was 2 hours 37 min-utes and 12 seconds.

GEORGIA AGAIN INJURED Collier Vestal Cuts Hole Below Battleship's Armor Line.

NORPOLK. Va. Dec. 18.—The United States battleship Georgia, recently in collision with the battleship Nebraska during fleet maneuvers, was struck by the propeller of the collier Vestal while coaling in Hampton Roads, according to a telegraphic report from Old Point Comfort, causing a considerable leak.

WASHINGTON, Dec. 18,-The bull of washingfully, Drc. is - rie buil of the Georgia was cut below the armor line. Instructions were issued to have the Georgia placed in drydeck at the Norfolk Navy-Yard in order that a further examination may be made.

TAFT ATTENDS FUNERAL

Leaves Watertown Late at Night and Returns to Capital.

WATERTOWN, Conn., Dec. 18—President Taft came to Watertown to-day to attend the funeral services of Mrs. Horace D. Taft, wife of his brother, Horace D. Taft, wife of his brother, Horace D. Taft. Mrs. Taft died at Baltimore Thursday night. The President was accompanied by his brother, Henry, and the latter's daughter, Miss Louise, of New York, He remained at his brother's home dur-ing his stay and while there disnosed ing his stay and while there disposed of some correspondence he had brought with him from Washington.

He left for Washington at 10:20 P.
M. and is due at the capital at 2:45

JAPS DESERTING HAWAII Departures Far Exceed Arryals.

Chinese Hold Their Own. WASHINGTON, Dec. 18. - Hawaii, though lesing some of its Oriental popu-

lation by emigration, promises to make up the loss in part by births from parents of that class of immigrants. The departures of Japanese in the fiscal year 1866 far exceeded the arrivals. Among immigrants from that country, however, in the last few years, the percentage of women has increased. The decrease in Chinese due to departure and non-arrivals is largely offset by births and by the arrivals of Chinese children desiring to attend school. These facts are shown in the annual report of Governor W. F. Frear, made public today.

The condition of the laborers is rather enviable, judging by the statements made by the Governor. For some years, the says, there has been a growing tisposition, even among the sugar planters, not only to improve conditions, but to aid those who would be citizens and home-owners. A large proportion of the laborers receive considerably more than the minimum wages paid to an adult male for ordinary work, such minimum being fix per month besides house and lot, fuel, medical attendance and water.

WARLIKE DUKE IS DEAD

UNCLE OF EMPEROR NICHOLAS ENDS HIS CAREER.

Grand Duke Michael Nicholaivietch Was Distinguished Figure in Russia.

CANNES, France, Dec. 18.—Grand Duke Michael Nicholaivietch, grand uncle of Emperor Nicholas, died here today. Grand Duke Michael Nicholaivietch was the oldest representative of the Imperial House, born in 1832, the fourth son of Emperor Nicholas I. He repeatedly dis-tinguished himself in his long military career, which began at the age of 14. At 20 he had attained the rank of Gen-

Grand Duke Michael fought throughout the Crimean War of 1854 and 1855, was present at the battle of Inkerman and the step of Sevastopol, and in 1853 was appointed Viceroy of the Caucasus and Commander-in-Chief of the Caucasus and army, with instructions to bring the war-like, unsubdued tribes of this region under the Russian aegis. This task he accomplished.

In the Turkish war of 1877-78, the Grand Duke commanded the Russian army oper-ating against the Turks in the Caucasian theater of the war and in spite of early reverses was finally able to force the surrender of a large part of the Turkish forces at Ardshan and Kara. In civil lines he was a member of the commission which arranged the emancipation of the serfs.

In 1881 Grand Duka Michael became

In 1881 Grand Duke Michael became president of the Council of State and played an active role in its deliberations, until its reorganization in connection with the establishment of the Duma, when he was made its honorary president.

calling that during his own ministry at the time of the Spanish-American War France was driven almost to a rupture over an insignificant blockade incident.

turns of the future.

Company H players were badly hoo-dooed and fumbled the ball nine times Pawnbroker Appeals to Police Because It Eats Too Much.

The writer thinks from a material stand-point the French foreign investor must look toward America for the richest re-

SAN JOSE, Cal., Dec. 18.-Sam Alex ander, a pawnbroker, appealed to the police today to relieve him of one of his piedges, a baby, on which he loaned 50 cents three weeks ago to a Portuguese. "It eats up more than the interest every week," was his plea to the po-lice, "and besides, it keeps me busy feedhe police are seeking the infant's

DAILY METEOROLOGICAL REPORT.

PORTLAND, Dec. 18.—Maximum tempera-ure, 35 degrees; minimum, 25 degrees. Elver reading, 8 A. M., 80 Feet, change in last 24 hours, 1.6 feet fail. Total rain-all since September 1, 1998, 15.28 inches; ormal, 16,18 inches; desiciency, 2.50 inches; oral sunshine, December 12, 6 hours, 16 dimutes; possible, 8 hours, 36 minutes; Ba-ometer (reduced to sea level) at 5 P. L. 30.10 inches. WEATHER CONDITIONS.

WEATHER CONDITIONS.
During the last 12 hours the barometer has failent slightly over the Pacific Slope, but it continues relatively high over the inerthers Rocky Mountain States, and easterly winds prevail in this district with partity cloudy weather and unusually low temperatures. Light flurries of snow have failen in Eastern Oregon and in Southern Idaho. Fair seather prevails everywhere west of the Cascade Mountains.

The Indications are for fair weather sunday in Western Oregon and for light rain along the Washington coast, which probabily will extend south to include a portion of the Oregon coast. Snow flurries will occur in extreme Eastern Oregon, extreme Eastern Washington and in Idaho. The temperatures will remain nearly stationary.

PACIFIC COAST WEATHER.

PACIFIC COAST WEATHER.

STATIONS.	m tempt.	1 heurs	city	etion	State of Weather
Haker Citya Los Angeles Botse Eureka Helena Kamloopa North Head Pocatello Portland Red Bluff Roseburg Sait Lake Sacramento Spokane Tacoma Tatoosh Island Walla Walla Marshield Siskiyatt Tonopah Kallspell	16 14 18 16 18 18 18 18 18 18 18 18 18 18 18 18 18	0.00 T. 0.00 0.65 T. 0.00 0.00 0.00 0.00	12 6 10 1 4 4 6 6 6 6 8 8 4 10 6 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	SE NN SE NW	Show Clear Cloudy Clear Snow Cloudy Claudy Snow Cloudy Snow Stow Pt cloudy Clear Clear Clear Clear Cloudy C

FORECASTS. and vicinity-Fair; easterly

orgon—Fair, except possibly light rain long the coast and snow flurries in ex-reme eastern portion; easterly winds. Washington—Light rain along the coast of fair in interior, except light snow ex-reme east portion; easterly winds.

ENGINEER DISCUSSES UNDER-RIVER TUBES IN ENGLAND.

Pavors Two Subterranean Traffic-Ways Across Willamette at Portland-Bridges Out of Date.

regard to the congestion of the crosshe-river traffic, and the obviation of the same. Being an engineer myself, i have been far more deeply interested in solving the same problem, from an engineer's point of view, a problem which presses for solution more and ore as time passes and the city reases its population more rapidly every year. City fathers, if wise, look well ahead

City fathers, if wise, look well ahead to the future, and never was a case where good sound business sense is more need than it is right now here in Portland on this same bridge-subway proposition, to prevent the needless squandering of immense sums of the taxpayers' money and the ruin and destruction of a naturally fine harbor. A fine object lesson can at the present time be seen if any interested person will just take a walk across Morrison-street bridge while the Madison-street bridge is out of the way. Looking up the river he will see a fine, spacious harbor that any city could be proud of, but looking down the river he will see a fine harbor cluttered up and spoiled with bridges. bridges.

with bridges.

Filling up the harbor with bridges will inevitably result in driving the shipping further down the river below the same, and if this is the object instended, nothing will do it quicker. Portland can't have the two very well. One or the other must take precedence, and if it clings to the theory of adequately bridging the river to accommodate the ever-increasing traffic over the same, the shipping is bound to go.

Fortunately, thanks to modern engineering science, there is a middle-course neering science, there is a middle-course

Fortunately, thanks to modern engineering science, there is a middle-course open, whereby the shipping can be retained and the traffic get to the other side without let or hindrance any time of the day or night, and that is by a system of modern, up-to-date subways or "tubes" as they are called. I mean subways intelligently located with due regard to the real needs of the traffic, and not for the pecuniary benefit of a group of individuals who happen to own property in some particular locality—

AMERICA WILL BE ARBITER

French Statesman Says We Must Intervene in Nation's Quarrels.

PARIS, Dec. 18.—Ex-Minister of Foreign Affairs Gabriel Hanotaux, in an article appealing for public support of the recently-organized France-American committee designed to improve economic and social relations of the two countries, of which he is president, predicts that the United States is destined to intervene in the Quarrels of Europea. M. Hanotaux says:

"Every clairwoyant European statesman now foresces the probability of American imperialistic action. It is the constant pre-occupation of Emperor William."

The ex-Minister argues that France's position in Europe is analogous to that of America, and that it is virtually necessary that no possibility of a missingent processory that no possibility of a missingent possibility of a missingent

see it.

The London County Council, under on authority of Parliament, has constructed several tubes under the Thames River, where the traffic was greatest. These tubes are in active operation every day in the year, the Blackwall, Rotherhithe and the Greenwich Subways, so named according to location. The first two are wide enough for vehicles to readily pass each other, with ample sidewalks for foot passengers. The Rotherhithe tube is 6887 feet in length. The one at Greenwich is for foot passengers only, is about 12 feet in diameter. Sinside measurement, and about one-quarter of a mile long, with elevators quarter of a mile long, with elevators at each end, 60 feet deep at one end and 76 feet at the other. All are heavily patronized, particularly mornneavily patronized, particularly mornings and evenings; are clean, dry, airy and well ventilated, lined with white porcelain-faced brick, and brilliantly illuminated with electric lights every 20 feet of their entire length. In addition to these, there are also a number of tubes under the river, built by the various underground rail-

built by the various underground railroad companies for passenger traffic
only, in connection with their system
of tube railways, whose ramifications
extend for miles upon miles in every
direction under this vast city, the
Babylon of the modern world. As I
write I have in front of me a complete map of the underground railroad
system of London, consisting of nine
different companies, of which six sire
tubes and three are subways proper,
operating miles upon miles, aye, scores
of miles of trackage, but all working
larmoniously together and honoring armoniously together and honoris were amsignmented they offered a to anyone who suggested the business motto for their use.

ground to anywhere, quickest way, cheapeat fare." One sees this motto on all their advertising matter, and it accurately describes their system. for here is practically the streetcar system of an immense city all under-

it is simply wonderful, and a marvel of what modern engineering science of what modern engineering science is capable of accomplishing. The city of London was forced to adopt this system, because of the narrow, tortuous streets not being adapted for surface tramways. The volume of traffic may readily be inferred from the fact that one alone of these understrough roads carries are 58 200 lerground roads carries over \$6,000, PORTLAND, Dec. 18.—(To the Editor.)—For several years past I have been somewhat interested in the discussions arising at various intervals in the columns of the local newspapers in the columns of the local newspapers in the columns of the local newspapers in the local n of the New York Elevated and are operated by electricity, the third rail system being used. The stations on this particular company's line range in depth from 50 feet to over 300 feet below the surface, to which they are connected by a group of huge elevators and staircases for emergencies. The fares range from 2 to 6 cents, according to distance traveled. All are connected at various traffic centers by short auxiliary tubes, so that patby short auxiliary tubes, so that pat-rons do not have to come out on the surface to connect.

The whole system is clean, dry and, with one exception, wall

The whole system is clean dry and, with one exception, well ventilated, with no sign, Winter or Summer, of any scepage or leakage of water into them anywhere. The one exception could be improved in the matter of ventilation somewhat, but this was the first one built, and the others were of course improved.

Numbers of other towns also have these subways. The Mersey tunnel between

subways. The Mersey tunnel, between Liverpool and Birkenhead, operated by a private corporation for revenue, was opened to the public January 20, 1886, opened to the public January 20, 1888, and I have in my possession a copy of the balance sheet issued for the half year ending December 31, 1908, which shows amongst other items that during the half year 5,720,877 passengers were carried. This tunnel is 1770 yards in length from shaft to shaft, with elevators at each end to reach the surface, similar to the ones at Glasgow, with a car system to carry the people. This tunnel is in the shape of a horseshoe, 19 feet in height from surface of trackrail to crown of arch, and 25 feet in width. I mention the foregoing simply to show that subways and tubes are not the failures that interested parties would have the people

interested parties would have the pe

I am very much interested in the report of a bridge expert, published in last
Thursday's Oregonian. Now, a bridge
expert engaged to report on a subway or
tube scheme is in a somewhat similar
position to the judge mentioned in Mr.
Henry's letter, "who would take the case
under advisement and decide for the
blaintiff next Monday." only more so In plaintiff next Monday," only more so. In property in some particular locality—broperty which they wish to enhance the value of at the expense of the general public by having the outlet to the ube in the immediate vicinity of their toldings.

Some two years ago I explained fully my views in The Oregonian. Since the I have traveled extensively, and wherever I have found a "tube" or a mining engineer to examine and prepare

> owing to the great depth of the channel the openings would have to be so far up town that it would greatly lengthen and enhance the cost of the tubes, is, once subways are built and paid for, one of the greatest points in favor of the same. In addition to easing the grade, it would relieve the downtown streets already setting too greatly to commend to the same. ready getting too small to gecommodate the traffic, of all the cross-river business, thus relieving to a very large extent the congestion on these same downtown streets, which is sure, to follow the present rapid growth of the city.
>
> Personally, I am of the opinion that at present no more bridges across the Williams.

present no more bridges across the Wil lamette River at Portland should be built. Instead of bridges, two subways should be constructed, one by the street railroad company, at its own expense and for its own use entirely; the issue guaranteed by the city, on comple-tion of the same. If the city still feels too poor to pay for this subway, let a small toll be charged until the same is paid for. Then throw it open free to the public, as was done with the first sus-pension bridge built between New York and Brooklyn. I crossed this bridge many times when I was charged 3 cents to ride over it and 1 cent for the privilege

fide over it and I cent for the privilege of walking over the same.

Meanwhile, a good deal of the unpleasant delay, caused by the open draws could be obviated if the smaller river craft would use a hinged smokestack, a simple contrivance manipulation. The slow towing of crars should be prohibited during the day, or at least during the rush of the morning and evening traffic.

WILLIAM BAILEY. contrivance and one easy of atton. The slow towing of craft

Land Hungry and Angry. PORTLAND, Dec. 18 .- (To the Editor.)-

MAKE GABLER CHRISTMAS New York. MERRY BY BUYING A NICE PIANO FOR THE HOME

WE ARE MAKING IT POSSIBLE FOR YOU TO HAVE IT

If you are interested in a piano you should not fail to see us at this time, as we positively save you from \$50 to \$100 on a piano. Here you find the GABLER, IVERS & POND, BEHNING, DAVENPORT & TREACY; and the greatest of all player pianos, the

88-NOTE APOLLO

See and hear it and you will have no other. All sold on our easy payment plan. Open evenings for your convenience.



PORTLAND, OREGON, SATURDAY, DEC

OREGON TRUNK TO

Trains Will Run Next Autumn, Hill Says.

OREGON'S NEED IS FARMERS

Seek Immigration, Advises Railroad Builder.

BUSY DAY IS SPENT HERE

Conference With Local Representatives and Inspection of Properties Take Up Time-Returns Over North Bank.

the Oregon Trunk Line not later than June 1, next, and by the following Autumn will have our railroad con-structed into Central Oregon," said J. J. Hill, veteran railroad-builder, yester-"The work preliminary to laying the track is being prosecuted just as rapidly as the employment of man and the expenditure of money make possi-

Business and residence lots for sale. Buy

now before the railroads are built through

Opal City, and reap the big profits. Opal City will be the metropolis of Central Ore-

gon. It is the opinion of all those who have

investigated the situation that it is the one

Lots 50x100, \$100. \$10.00, Cash, \$5.00 per Month.

"We expect to begin laying rails on

CENTRAL OREGON'S WEALTH

When the Hifl and Harriman railroads into Central Oregon are completed, the larg-est body of pine timber in America will be accessible for the first time; waterpower of the Deschutes River, four times greater than that of Niagara, will be ready for development,

and a vast empire will be sub-ject to settlement. These are some of the facts that will be brought out in detail in the New Year's edition of The Or egonian, which wil' January 1, 1910 is interested at and no ! secur-

Anr OPAL

the new city that is attracting the attention of wide-awake

OPAL CITY is the first spot on the level table land the railroads strike after leaving the Deschutes Canyon.

The Opal City-Prineville electric road will have a branch line running up the Willow Creek Canyon and tap the tim-ber belt in the Blue Mountains.

FREE MAP OF OREGON

showing routes and development of the railroads in Central Oregon and literature describing Opal City. Write or Call.

American Trust Company 200 Chamber of Commerce Bldg.

bait," I notice that it is doubtful if actual mitters can establish a valid claim on state land. We who have cleared, grubbed and builded good dwellings on grubbed and bulled good dwellings of this land can vouch for the statement. The State of Oregon is being robbed of these acres, valuable fir, culture of apples and settlers have been met at the win-dows of the company by an official who tells the settlers with the coin in his hand; "This company has no land for sale."

logical spot for a city.

sale."
What about this violated trust that has done so much to hinder the colonization of the state? For 15 years, actual set-tlers have been trying to buy this stat-land and we are the foolish once to spend our time making roads and fighting fires.

BODY RETURNED TO CHINA

After Long Wait, Hatchetmen's Victim Will Rest With Forefathers.

The body of Lee Dai Hoy, a Chinaman the night of March 8, 1908, was shipped from the Finley undertaking establishment to Hongkong yesterday. Since its removal from the morgue a few days after the murder the body has been held in the private vault of the Finley establishment at Third and Madison

The murdered Celestial's widow accompanied the body to Seattle. The asket will be placed aboard the steam-ship Minnesota.

CLASSIFIED ADVERTISING RATE

The above rates apply to advertisements under "New Today" and all other classifications excepting the following:
Situations Wanted, Male.
Situations Wanted, Male.
Situations Wanted, Frivate Families.
Rooms and Board, Private Families.
Rooms and Board, Private Families.
Housekeeping Rooms, Private Families.
The rate of the above classification is 7 cents a line each insertion.

Space in the "New Toda" columns is guied by measure only—14 lines to the neb. inch.

TO OUT-OF-TOWN PATRONS—The Oregonian will receive copy by mail, provided sufficient remittance for a definite number of issues is sent. Acknowledgement of such remittance will be torwarded promptly.

On charge of book advertisements the charge will be based on the actual number of lines appearing in the paper, regardless of the number of words in each line.

In case bor office address is required, use regular form given, and count this as part of the ad. Answers to advertisements will be forwarded to patrons, provided self-addressed stamped envelopes are furnished.

MEETING NOTICES.

INDUSTRY LODGE, NO. S. A. O. U. W.—Grand raily, all A. O. U. W. lodges, next Tuesday night, at 128 11th st. Phillip Gevurts, grand master workman, and other Grand Lodge officers will be present All members requested to attend 45 bonus will be paid for every new member. Medical examination free. By C. M. Steadman, Grund Recorder.

EURERA COUNCIL, 204, K. & L. of S. will entertain the public with a Christmas lance December 20th at East Side Woodman Hail, East Sixth and Alder streets. Fine most, live from committee, Dancing 8:20.

GEORGE WASHINGTON CAMP will give regular whist and dance. Tuesday, December 20, W. O. W. Hall; two hours dancing; good music and prizes Come, enjoy yourself. Admission 15c.

PORTLAND HIVE, NO. 7, L. 0, T. M. ill hold its annual election of officers Thursay evening, December 22. All members are quested to be present. PROSPECT COMPANY, NO. 140, W. O. W., will give grand ball Thursday night, December 28, at 128 lith at. Come one, come all Good music. \$6750 THIS MONTH ONLY. Will \$1550 CASH

This beautiful new home, located on Tillamook st., East Irvington, for sale far below actual cost and on very easy terms; lot has 60 feet frontage by 80 feet deep; house has 10 rooms, 3 sleeping baiconies, full basement, with toilet, fruit storage room, fuel bins, furnace, laundry tubs, fuel elevators, clothes chute, outside stairway, stc.; first floor has reception hall, with large closet, full size mirror in door, lavatory, staircase panelled ceiling beamed; living-room 13:6:224 feet, large fireplace. French windows to side porch, bookcase across entire rear of room, sunken den or smoking room off from living-room and rear of hall, dining-room 12:6:12.6, with built-in china closet and side-board. Dutch kitchen with avery modern board; Dutch kitchen, with every modern convenience; rear kitchen porch covered and acreened; second floor large sleeping room on the southeast; dressing-room adjoining, with built-in wardrobe; 2 large, full-size mirrors in doors, large closet adjoining; large modern bathroom; sleeping-room northwest, with closet; large sleeping balcony ad-joining, with French window; southwest sleeping-room, with large closet; large front hall alcove opening through French windows onto large sleeping balcony; third floor has 2 large sleeping-rooms, with closets; large hall between; also large trunk room; second and third floors woodwork; also kitchen in white enamel; second floor fumed oak; first floor floors first-grade oak; second floor selected fir, polished; all walls decorated; fine lighting fixtures; duplex window shades; screens and balcony curtains; laundry and kitchen range; all included

W. W. HILLS, 1083 Tillamook St., Corner 36th Phone C 2435. Take E. Ankeny car to 37th St.

To Raise Money

we will sell a large modern house, built only a short time; grounds are large, with one of the finest views anywhereson the bank of the Willamette River. It is in a highly restricted district, where all modern improvements are in. There is a fine car service within one block of the house. This place can be bought for less than it cost to build the house. It is worth over \$15,000. Let us tell you what you can buy it for. Phone Main 216 or call at 207 Burnside street.