

GOOD ROADS DAY MAKES COUNTIES

Comprehensive Campaign to Enter Rural Districts This Week as Result.

VOTERS NOW KNOW BILLS

Marion and Clatsop Officials Will Start Circulators With Petitions at Once—Promoters Continue the Work.

After canvassing the returns from Oregon's first Good Roads Day, held under the auspices of the Oregon Development League yesterday, the men behind the move to enact constructive highway legislation, through the measures drafted by Governor West's harmony committee, will start a comprehensive campaign in the rural districts. The object will be to make the voters of the country towns familiar with the new bills and to make the demonstration yesterday is that in many sections of the state the voters are not aware of the completely new bills are now in the field. In the majority of instances little was accomplished because the people had not taken the time to analyze the bills and decided whether they are for or against them.

In Linn County, for instance, nothing was done regarding the petitions, because no one had taken the trouble to circulate them.

It seems utterly unreasonable that the county officials have not circulated the petitions sent them, said C. T. Prall, president of the Oregon Association for Highway Improvement, who is directing the work of initiating the bills.

The trouble is that they, and others we counted on, have failed to work for the bills. People of country districts are the most vitally concerned. In passing the bills they are getting an opportunity of having good roads, their most important need—a minimum cost.

Mr. West, can you help out one of the "common people" in the way of information? I am too old and broken down to be a desirable "wage" man and am too poverty-stricken to buy the services of a lawyer, have been a resident of this state nearly two years and have produced my living during that time and am doing so at present; am a prospector and am trying to buy the rights to a piece of land in the Rogue river a meandered stream and what does "meander" mean?

Where is the high water mark (or line) and how can the ordinary prospector determine it?

Can anyone trace the river at any place below high-water mark?

Can anyone (a company for instance) locate placer claims so as to keep anyone from prospecting (i. e., mining with pan or rocker) below high-water mark?

Can a placer claim be located and held for 1500 feet in length? (Parties along the river have placed claims that length and object to anyone working inside their lines, although they openly state it is not their intention to do so.)

OFFICER AND TWO HELD FOR GRAFT

Detective Maddux Arrested With Frank Reed and David Major.

Plainedthes Patrolman Maddux, working in the department of public safety for women; Frank Reed, an ex-patrolman who quit the police department two years ago; and David Major, a "stoolie" were arrested last night by detectives on charges of agreeing to accept a bribe, proffered by Miss Marjorie Morgan, a masseuse with rooms in the Breslin rooming-house, at Washington and Eleventh streets.

BRIBE CONSPIRACY TOLD

One of Men in Alleged Attempt to "Shake Down" Woman Informs on Partners When Share of Cash Is Missing.

Major informed on Maddux and Reed, after, he says, falling to get his share of an additional payment of \$40, which the woman was to have made last Monday, the day after the alleged acceptance of the \$10 named in the warrant. Maddux was arrested last night by Detective Captain Baty when he entered the detective offices at Third and Oak streets.

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Man "Without Money and Price" Asks West to "Set Him Right."

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Why You Want a Suburban Home

In the Midst of Delightful Environments

1905—a promising Western town; population..... 70,000
1912—a commercial city; population..... 250,000
1919—The New York of the Pacific; population..... 7,777,777

GET OUT IN THE OPEN WHILE YOU CAN.

Seven years ago you had a streetcar to yourself—today you have standing room only, with a strap to hang to.

You have but one life to live, you want to live it in peace and comfort, with your family.

A country villa with interurban car service furnishes it. To and from your business you will have your chaircar, observation-car and smoking parlor.

PASS ON OUR JUDGMENT.

With two rapid transit lines and three broad, level, macadamized automobile avenues leading to the selected

CLEVELAND MEADOW ACRES,

on the Mt. Hood line, adjoining the beautiful home city of GRESHAM, already furnished with Bull Run water, electricity, and other desirable conveniences.

When Portland doubles its population, where will the professional and well-to-do business men seek their homes? Beyond the boundary lines of congested streetcar traffic, as they have in all commercial cities. The rapid transit interurban lines, with modern conveniences, will solve the problem.

In the heart of Powell Valley, the garden spot of Oregon, lies the beautiful city of Gresham, with its modern stores, banking institutions, churches, schools, amusement resorts, electric lights, and Bull Run water. The broad macadamized roads are, and will always be the romping grounds for Portland's automobile owners. The electric equipment of the Mt. Hood line, now being installed, together with the P. R. L. & P. Co.'s trains, will furnish Gresham with the best interurban service of Portland's suburbs.

Facing the Mt. Hood depot at Gresham, on the north, platted in town lots and acre tracts, lie the beautiful Cleveland Meadows, with alleys and broad avenues leading from the center of town to the Base Line road, just east of the Twelve-Mile House. This deep, well-drained sandy loam, beyond the line of the gravel belt, is treasured by the fortunate owners as the most productive soil in Oregon. Vegetables, berries and fruits of all kinds mature to perfection. One of Portland's leading floral and seed companies has selected a number of these acres, which will furnish the choicest ornamental shrubs, fruit trees and hothouse plants.

Cleveland Meadow Acres

Subdivided in 1, 2, 3, 5, and 10-acre tracts. EVERY ACRE EQUALLY DESIRABLE—level as a floor, all cleared, no rock, no stumps, no gulches, no hills. EASY TERMS—10 per cent down and 2 per cent per month. Fathers, mothers and all other friends of "back-to-the-soil" movement, join our excursion party of suburban homeseekers today.

SPECIAL EXCURSION TO GRESHAM—Mt. Hood Railway—Sunday, May 12—Round trip tickets 25 cents. Leaves Yamhill, between Second and Third street, at 12:45 P. M., or Montavilla Junction at 1:30 P. M. Lunches and refreshments on the ground.

CLARK-CANNON CO.

274 OAK AND 80 FOURTH STREET, BOARD OF TRADE BUILDING

ent, San Francisco, and H. R. Dodge, division commercial superintendent, San Francisco, are registered at the Multnomah.

CHICAGO, May 11.—(Special.)—The following from Portland, Or., are registered at Chicago hotels: Congress, W. D. Skinner; Great Northern, George B. Ableton; La Salle, W. H. Shippy; Hotel Sherman, Mr. and Mrs. H. P. Bush.

CADET MAJOR IS HONORED

Richard Evert Wiley Gets "Silver Eagle" as Hill Military.

At the exhibition drill given by the cadets of the Hill Military Academy Wednesday night, May 8, an impressive little ceremony was enacted when Vice-President Hill presented Cadet Major Richard Evert Wiley with the "silver eagle." This medal of honor is a handsome silver eagle mounted on a watch-fob and bearing the inscription, "Roll of Honor." It is presented to cadets that for one whole term have maintained a monthly average of not less than 90 per cent in their studies and 100 in deportment. Cadet Major Wiley is the first and so far only cadet of the battalion to win this distinction. He enrolled at the preparatory department

REST ON HIVE IS PAINFUL

Bees Resent Company of Hungry Stranger in Vancouver.

VANCOUVER, Wash., May 11.—(Special.)—After a wayfarer had spaded a garden to earn food at the home of R. J. Watts, at Thirtieth and Grant

Rain Delays Athletic Contests.

CHICAGO, May 11.—The track meet between the freshmen teams of the University of Chicago and Northwestern University and the baseball game between the University of Chicago and the University of Wisconsin, scheduled for today were postponed because of rain.

PORTLAND IS SECOND IN NATION'S Y. M. C. A. WORK

R. R. Perkins, Religious Director, and E. M. Brown, Assistant, Work Hard to Place Local Branch in High Position—All Reports Not Yet Received.



E. M. BROWN

PERSONAL MENTION.

F. M. Pomeroy, of Albany, is at the Carlton.
M. A. Burdick, a merchant of Salem, is at the Bowers.
W. Lord, a capitalist of The Dalles, is at the Carlton.
W. G. Wray, a merchant of Astoria, is at the Carlton.
Paul French, a banker of The Dalles, is at the Cornwell.
Edgar Hafer, a timberman of Medford, is at the Portland.
Charles Sweeney, a capitalist of Spokane, is at the Portland.
E. B. Hazen, a merchant of Bridal Veil, is at the Portland.
J. A. Feek, a business man of Seattle, is at the Cornwell.
J. C. Richardson, a merchant of Salem, is at the Cornwell.
H. A. Zollen, a merchant of Mount Angel, is at the Carlton.
E. C. Taylor, a business man of Seattle, is at the Bowers.
R. J. Smith, a stockman of Burley, Idaho, is at the Cornwell.
Theodore Swansen, a stockman of Albany, is at the Cornwell.
J. F. Byrne, a business man of San Francisco, is at the Bowers.
W. G. Ayers, a business man of Baker, is at the Multnomah.
E. A. Kitamiller, a manufacturer of Pittsburg, is at the Portland.
James Finlayson, a real estate dealer of Astoria, is at the Multnomah.
O. J. Crossfield, a manufacturer of San Francisco, is at the Multnomah.
C. Rydback and Erick Sidfors, tourists from Stockholm, Sweden, are at the Portland.
Captain W. A. Covington, U. S. A., is registered from Fort Stevens at the Portland.
Hart Momson and Leroy Thomas, Government employees of Washington, D. C., are at the Bowers.
P. C. Gerhardt, one of the world's greatest sprinters, is registered from San Francisco at the Portland.
Charles R. McCormick, a lumberman of San Francisco, is at the Multnomah.
Allen King, a merchant of Astoria, is at the Cornwell.
D. E. Kerfoot, Sheriff of Malheur County, is registered at the Imperial Hotel. He is en route to examine two convicts at the penitentiary at Salem.
Major J. J. Morrow, U. S. Engineer, in company with W. S. Smallwood, general manager of the Open River Transportation Company, will leave tomorrow for Lewiston, Idaho, on the steamer Inland Empire.
E. B. Taylor, special representative of the Western Union Telegraph Company, New York, accompanied by E. Boening, general superintendent, Seattle; H. C. Chase, division superintendent, San Francisco, and H. R. Dodge, division commercial superintendent, San Francisco, are registered at the Multnomah.

Car Collides With Lumber Truck.

While crossing the car track at the east end of the Hawthorne-avenue bridge yesterday afternoon a truck loaded with lumber, belonging to the West Side Lumber & Shingle Company, was run into by a Mount Scott car, east bound, and the rear wheels were

UMATILLA FAVORS BONDING

Commercial Club Opposes West Plan, but Good Roads Desired.

PENDLETON, Or., May 11.—Owing to the fact that farmers generally throughout Umatilla County strongly opposed the good roads move as advocated by Governor West, very few names have been procured to the petitions sent here by the Good Roads Association. The farmers of the county favor the bonding proposition for good roads, believing that they should handle the funds for the work rather than the state.

MARSHFIELD INDORSES BILLS

Business Men Approve Movement and Will Circulate Petitions.

MARSHFIELD, Or., May 11.—(Special.)—Resolutions were passed endorsing the six state road bills, which are to be submitted to a vote of the people by a meeting of business men held this afternoon at the Chamber of Commerce. The bills were explained, and it was decided to give the support of this locality to the state good roads movement, and the acting secretary was detailed to secure signatures to the petitions.

INTEREST SLACK AT DALLAS

Folk County Also Quiet on Good Roads Day.

DALLAS, Or., May 11.—(Special.)—Dallas and Polk County did not show much interest in good roads day today.

In Dallas the petition has not been circulated, awaiting action by the Dallas Commercial Club.