

BUSINESS DISTRICT TO BE AIDED BY OPENING OF STARK

Extension of Street From Thirteenth to Intersection of Nineteenth and Everett Declared Feasible by City Engineer—Better Car Service in Improvement Seen.



MAP SHOWING PROPOSED EXTENSION.

By authorization of the City Council, the City Engineer recently prepared a plan of the proposed extension of Stark street across Burnside at Thirteenth, to the intersection of Nineteenth and Everett streets. This improvement is urged by a number of heavy Stark-street property-owners, who are alive to the necessity of providing one of the largest and best residence sections of the city with quick entrance into and exit from the heart of the business district.

At present Burnside street carries the business of Stark street on into Washington at Sixteenth street, but the direction of Burnside street is south of west, away from the district affected by the proposed travel to it. The City Engineer has yet to make an estimate of the probable cost of the improvement, based on a 60-foot street—the present width of Stark street—and to apportion this cost to individuals throughout the whole district benefited, that each property holder may see his approximate expense, but this may now be considerably changed because of the organized movement of a great many more property-owners, to continue the extension of Stark street on across the city as an 80-foot boulevard, and open it into the Cornell road at the head of Lovejoy street.

Better Car Service Seen.

The Stark-street property-owners, in asking for the opening of that street to Nineteenth and Everett streets, argued that such a straight line from downtown would strike directly into a thickly populated section which would be only too glad to avail itself of the chance of a once getting into the heart of the city and avoiding time wasted in crossing over to Washington street before actually starting toward the business center. They claim this for the streetcar travel, as well as for the walking population, and feel certain that the Portland Railway, Light & Power Company will at once put branches of both the Nineteenth and Sixteenth-street carlines on such an extension as soon as made, because of the easier and less expensive operation of such cars and the greater saving of time in getting the cars to their destinations.

At present cars on both the Nineteenth and Sixteenth-street lines must come to full stops on steep sidehills before crossing Washington street and then wait until that street clears itself of the heavy automobile and other traffic before passing down and across and up hill again to get well started downtown. The excellent, easy decline and

straight line of Stark street will, they say, put Nineteenth-street cars actually downtown before the same cars have hardly turned the corner of Nineteenth and Morrison streets, and will materially reduce the time of the Sixteenth-street cars in the same direction. They point out that Nineteenth-

the western portion of the city being now compelled to ride down Morrison street to Fifth street in a roundabout way before even starting direct to the station.

Business District to Expand.

They also feel sure that business will extend at once to Nineteenth and

the Cornell road, say that all the above arguments apply equally well for the entire distance, but are made stronger and more forcible because the Twenty-third street carline would be added to the street, and the farther the extension was made, the greater would be the benefit to all property holders.

because of the greater saving in time in getting to the business center.

An 80-foot boulevard tapping such a well-built-up and important residence district, would, it is declared, at once become business thoroughfare of its whole extent, and tremendously enhance the value of all property in the entire northwestern section of the city.

Street Once Was Path.

Washington street from Sixteenth to Twenty-third street was originally Burnside street, and this entire Burnside street was located in early days along the line of least resistance, merely to make a passage from the river to and through the western hills. This original road, through what was then heavy timber, took advantage of the depression west from Thirteenth street and was entirely satisfactory to the then small village of Portland, for only a passage in and out of town was necessary, and one passage in the neighborhood was enough.

As the city grew, other east and west

laying out a great city was apparently not thought of, for its lines in no way conform to those of Portland proper, and Washington, Stark, Oak, Pine, Ash and Ankeny streets instead of being extended on and out to make easy access to and from the northwest, were stopped at Burnside street or far short of it. In other words, Burnside street was made a fence or barrier to ready expansion to the northwest, a street on the outskirts of the main city, and the street, the section actually tributary to it now asking quick and proper entrance to it and the entire city have suffered accordingly.

It is unfortunate that the future greatness of the city could not have been foreseen at the time the platting of Couch Addition, with its east and west lines so entirely out of harmony with the original plat of Portland and accepted by the city, for the extension of Stark, Oak, Pine, Ash and Ankeny streets would have made a far more beautiful city, and one much easier traveled, but because the wrong was

done is no reason, the Stark-street property holders say, why it should not now be corrected, at least as far as their street is concerned, and because of the entire feasibility of their plan and its very great present and future benefit to the entire city they feel sure of its early adoption.

PROPOSED EXTENSION OF STARK STREET FROM BURNSIDE ST. TO CORNELL ROAD

LA GRANDE ON BOOM

Outlook for City's Future is Brightest in History.

TWO VICES ARE OUSTED

No Empty Storerooms to Be Found. Big Mill Ready to Open; Division Terminal Established and New Homes Are Building.

LA GRANDE, Or., July 5.—(Special.)—Never in the history of this city has La Grande's future looked brighter than at present.

Everything apparently is working in the right groove. Only a short time ago gambling, which had thrived in a small way, was ousted; today marks the end of the red light district; all business seems to be prospering, with no unoccupied store rooms and tenants are awaiting the completion of several buildings under construction. Many enlargements are under way and contemplated in the business district, while on every side comfortable homes are building.

The last year has seen the establishment of one of the largest lumber firms in the Northwest, which in a short time will start operating a large mill here. The latest good news for La Grande is the decision of the Oregon-Was. Light, Heat & Navigation Company to make this city a division point for that portion of the road lying between Huron and Umatilla together with the branch lines. Division terminal offices were opened here Monday and this means the bringing of some 12 or 15 families to La Grande. Officers who are here at this time are William Bollons, superintendent of this division; H. L. Lyons, division engineer; J. H. Best, division storekeeper; S. C. Smith, superintendent of bridges and buildings; T. M. Scott, head clerk to superintendent Bollons; W. H. Louka, chief timekeeper; O. B. Wood, accountant, and M. J. Minig, his assistant. This makes La Grande the largest railroad center of its size in the Northwest.

MICHIGAN MAN PRESIDENT

National Children's Home Society Elects at Seattle Meet.

SEATTLE, Wash., July 5.—The National Children's Home Society elected the following officers Friday: President, Washington Gardner, of Michigan; vice-president, Rev. J. P. Dymart, of Wisconsin; secretary, James L. Clark, of

SALE OUTLOOK GOOD

Prospect for Apple Distribution Declared Favorable.

BETTER QUALITY EXPECTED

Manager of North Pacific Fruit Distributors Estimates Hood River Output This Year Will Be About 900,000 Boxes.

CENTRALIA HAS BIG FOURTH

Parade and Pyrotechnic Display Are Features of Two Days' Event.

CENTRALIA, Wash., July 5.—(Special.)—The biggest celebration in the history of Centralia marked the Fourth of July here. An excellent programme, for which \$1500 was subscribed by the business men of the city, was carried out. A feature of the festivities staged in the morning was the parade, over two miles in length. There were 160 automobiles in line, in addition to floats and lodge representations. Special prizes were given for the best decorated cars.

NEW LINE CONDEMNNS WAY

Railroad Incorporated to Build From Olympia to Columbia River.

CHEHALIS, Wash., July 5.—(Special.)—The Olympia Southern Railway Company yesterday filed nine condemnations in the Lewis County Superior Court for right of way through this section. The property involved is part of the old Union Pacific grade, which was built in the early '90s. The company was incorporated at Olympia this week, when B. H. Rhodes, a Centralia attorney, and F. R. Brown, a Chehalis attorney, filed the necessary articles. Its declared purpose is to build a railroad from Olympia to the Columbia River through Chehalis and Centralia. Some of the owners of property covered by the condemnation suits only recently bought the land from the Northern Pacific. It is said to be impossible for the Northern Pacific to block progress of the new line through this city.

NEW RAILROAD PROJECTED

Olympia Southern Company Incorporates in Washington.

OLYMPIA, Wash., July 5.—(Special.)—Articles of incorporation were filed with the Secretary of State today of the Olympia Southern Railroad Company. The line is designed, according to developments, to run from Olympia to the southern lap of Puget Sound, to the Columbia River in either Cowlitz or Clark County, passing through Centralia or Chehalis. From one of these points it is planned to build a branch line to tidewater at Willapa Bay, thus giving the rich section of country south of this city two salt water outlets.

HOOD RIVER, Or., July 5.—(Special.)

While the returns of all the agencies that have been shipping fruit from this district for the past season may be disappointing to the growers, all local market men declare that orchardists should feel optimistic over the prospects for next year's crop. Wilmer Sieg, sales manager of the North Pacific Fruit Distributors, declares that the outlook for distribution the coming season is fine.

All indications point to a far smaller output of apples this year than last," he said. Those districts where the barnyard fruit not only supplied the home consumption, but enabled the growers to ship out poor stuff with which the market remained glutted all winter, will hardly have enough to supply their own consumption this year.

The local crop, according to Mr. Sieg, will be about 900,000 boxes. The quality of this year's fruit, because of the large acreage of young trees that is coming into bearing, will be far better than last, when so many of the old orchards bore heavily, yielding off-sized fruit that did not draw a top price in the market.

Mr. Sieg declares that the growers should feel glad that the condition which has confronted orchardists this year came as soon as it did. "If the crisis had come in 1912, when the crop output had been doubted, the disaster would have been doubled," he says. "As it is, new methods of marketing are going to be taken up by growers, who are also going to see the need of producing the highest class of commercial fruit, peculiar to the Northwest districts."

Mr. Sieg says that the North Pacific distributors are receiving letters from growers in all parts of the country asking advice as to proceeding on similar lines. Communications of this na-

NEW BANK OPENED

Lumbermen Trust & Savings Authorized to Operate.

DIRECTORS ARE CHOSEN

F. A. Freeman Is Elected Vice-President and Cashier of Institution, Which Is Auxiliary to Lumbermen National.

Organization of the Lumbermen Trust & Savings Bank has been completed and the new bank began business last week, certificate of authority having been granted by Will Wright.

BIG CROWD AT HOOD RIVER

Parades, Programmes, Dances and Games Are Features.

HOOD RIVER, Or., July 5.—(Special.)—With the several hundred Upper Valley residents brought down on a special train and a large crowd of Mosier people coming in on an early train, the Nation Day celebration here had the largest attendance of any in the history of the city. Many people also came from the adjacent districts in Washington.

Features of the morning were parades. John S. McCourt, of Portland, delivered the oration, and Professor L. F. Henderson read the Declaration of Independence, after which Mrs. C. H. Henny and chorus of 20 voices sang patriotic songs.

PIONEER OF 1855 BURIED

Jacob Stauffer Dies at Aurora, Aged 76 Years, Leaving Large Family.

AURORA, Or., July 5.—(Special.)—Jacob Stauffer, aged 76 years, was buried today at Hubbard cemetery. He was a pioneer farmer of 1855. He settled near Hubbard, where he was living at the time of his death, on the tract which he developed from a wilderness into one of the fine farms of this section.

He is survived by a large family, consisting of his wife, two daughters, three sons, six sisters and a brother.

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Frank A. Freeman, Vice-President and Cashier of Lumbermen's Trust & Savings Bank.

state superintendent of banks. Practically all the stock of the institution is held by the stockholders of the Lumbermen National Bank, and the two institutions are under the same management.

APPLES TO CROSS SEAS

YAKIMA FRUIT WINS HOME IN ALL FOREIGN LANDS VISITED.

Representative of Growers Finds Big Market Abroad—Trip Around World Profitable.

NORTH YAKIMA, Wash., July 5.—(Special.)—After a five months' trip around the world in which he made arrangements for marketing Yakima Valley apples in every country he visited, H. M. Gilbert returned last night to his home in this city.

His missionary work for the apples of the Northwest attracted the attention of the United States consuls in half a dozen cities and the recent consular reports have told of his success in China, Bombay, Ceylon, Cairo, Hamburg and London.

Mr. and Mrs. Gilbert and their seven children sailed from San Francisco last February on the Hamburg-American liner Cleveland. In part payment for the seven full passages and two half passages, Mr. Gilbert sold the steamship company a carload of Yakima apples.

Mr. Gilbert carried a number of one-tier boxes of apples, which he put on exhibit in every city visited. In several foreign cities he made marketing connections which will insure direct sales each fall.

"In many of the cities they had never seen apples such as I had on exhibit. The fruit was a revelation to the foreigners."

Mr. Gilbert visited Honolulu, passed two weeks in Japan, one in China and went to Manila, Java, Calcutta, Ceylon, Bombay, Calcutta, Naples, Hamburg, Berlin, Dresden, Cologne, Brussels, Antwerp, Paris and London.

CASH REGISTER COUPONS FORBIDDEN

GOLDENDALE, Wash., July 5.—(Special.)—Prosecuting Attorney Ramsey has stopped the issuance of cash register coupons by Klickitat County merchants under the trading stamp law passed by the last Legislature. Voting coupons have been carried on by a local merchandise firm entitling the two persons receiving the highest number of votes to a free round trip to the Francisco-Pacific exposition at San Francisco in 1915 for which five votes are given with every dollar's worth of goods purchased and the drawing of merchandise prizes at the end of the month on coupons given with merchandise purchases has been referred to the Attorney-General for an opinion, as merchants hold that this method of inducing the public to buy goods does not come within the purview of the law.

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STARK-DAVIS COMPANY

Plumbing Supplies, Wholesale and Retail, Contracting and Jobbing.

249 Salmon Street, Bet. 2d and 3d P.O. & Fittings. Phone Main 737