MANY STREETS TO BE IMPROVED

Miles and Miles in Albina District to Be Graded and Graveled.

HUNDREDS OF NEW HOMES IN THE PAST TWO YEARS

Unusual Activity in Street and Sewer Improvements Keeps City Engineer's Office Busy and May Necessitate Increase in Staff.

Resolutions providing for the improvement of many miles of streets in the Albina district were ordered presented to the city council by the street committee yesterday afternoon. Seventeen streets are included in the improvements which are to consist of grading, and graveling, and laying crosswalks and cement sidewalks, as follows:

Stanton street from Williams avenue to Delay street; Cherry street from Crosby to Wheeler streets; Wheeler from Cherry to Wasco streets; Ross from Dixon to Dupont streets; Dixon from Ross to Larabee streets; Commercial from Stanton to Alberta streets; East Seventh from Broadway to San Rafael street; East Seventh from Clackamas to Weidler streets; Hancock from Grand avenue to East Fifteenth street; Siskiyou from Union avenue to Albina avenue; Broadway from Union avenue to Larabee street; Fargo from Union avenue to Borthwick street; Rodney avenue from Morris to Alberta streets; Kerby from Russell street to Cook avenue; Clackamas from Union avenue to Crosby street; Fremont from Willamette boulevard to Albina avenue; Benton from Dupont to Clackaams streets.

Councilman Menefee, in whose ward the improvements will be made, presented the resolutions. The district is developing rapidly and hundreds of new homes have been built there during the past two years. Although the grading and graveling of the streets will not be costly it will be sufficient improvement until the traffic becomes heavier.

More activity is shown in street and sewer improvement on the east side than ever before. Scores of miles of streets are now under improvement and dozens of additional proceedings have been started by the city council.

City Engineer Taylor and his assistants already have more than they can attend to and he recently petitioned for another surveying crew. If the proceedings for improvements continue to accumulate his force will have to be considerably enlarged the first of next year.

DEEP BAR AT COOS BAY

(Continued From Page One.)

only possible way we can get any benefit from this commodity is by the water haul, and then only through colliers having great carrying capacity so that it can be sold at reasonable prices. This one factor alone is sufficient to induce Portland to aid in every way possible anything that will bring about such a result as cheap fuel, which means cheap power, which to a commercial and manufacturing center means everything.

Coos bay will make a magnificent harbor, certainly the best between the mouth of the Columbia and San Francisco. For commercial purposes, for a harbor of refuge, for every reason, this bay should receive attention. Its improvement involves no great engineering skill or excessive cost. The chief difficulty at present is not the entrance to Coos bay, but the shoal places within the bay.

Easy to Deepen Bar.

The dredging operations in Coos bay is not a serious matter. From what I have learned it is my opinion that with the construction of the south jetty of perhaps a mile in length there will soon be 30 feet of water at low tide on the bar. Every effort should be made to obtain the necessary appropriations to carry on these improvements, and it is certain that so far as the citizens of Portland are concerned, they will aid this in any and every possible way.

One other matter in connection with the development of our state for which I wish to call your attention and I have done. That is the lack of true pride in our state and ignorance as to its resources. This is one of the great states, both in area and in natural resources, in this union, and we have not known it or appreciated it.

Address of President Hofer.

President Hofer of the Willamette Valley Development league stated that this was the first of a series of county mass conventions that were planned to further the development of western Oregon and promote the improvement of transportation facilities and opening of harbors on the west coast. The organization had also during the past year taken up the taxation problem as underlying the whole situation of promoting the rational development of the state. A report from the committee on drafting a tax bill had been submitted at the Eugene convention and its recommendations had met with general favor, while none of the propositions there laid down had been questioned or controverted.

What This League Stands For.

In calling together this mass convention of the farmers and producers and shippers of Yamhill county it may be of interest to tell just what this league stands for. The motto adopted at the Eugene convention indicates the principle involved—"A Square Deal for Oregon." The first address issued to the people setting forth the transportation conditions prevailing in this state rested on four declarations of fact that have never been questioned, and were vouched for by the transportation committee of the Portland Chamber of Commerce, as follows:

1. That Oregon had enacted no hostile or drastic railroad legislation and had repealed the commission law.
2. That Oregon had taxed railroad property lightly compared to other states all around us, on an average about $100 per mile less taxes annually.
3. That compared with the states all around us Oregon had received almost no railroad construction, while the other three coast states showed from 300 to 500 miles of new lines each.
4. That there was a large net surplus of earnings to the credit of the lines in Oregon, and that large sums of money earned on the lines in Oregon were expended in constructing new lines in other states.

More Liberal Policy.

Based on these undeniable propositions of fact, this organization demanded of the Harriman system a more liberal policy for the development of Oregon and we are happy to say that this has been met in a substantial manner. A new line is to be constructed to Coos bay that will open a large deep-sea harbor to the producers of western Oregon. There has been further announcement of $4,160,000 set aside for construction of additional mileage. The suggestion that the Harriman system annually expend at least one half its surplus earnings in construction of new lines in Oregon, made in good faith, has been well received and if carried out in good faith will bridge a chasm that was widening into an almost inseparable gulf in this state between the people and the corporations.

This league stands for absolute justice in the relations between capital invested in the railroads and the people, asking no favors for either but fair play and justice for both. The people should not be deceived by much of the stuff that is printed asserting that $40,000,000 or $50,000,000 are to be spent on new railroads in Oregon. Such is not the case. If we have $5,000,000 spent the coming year we will be well satisfied. It means the employment of labor and development along the lines of the least resistance and the greatest good to the community.

PRISONERS HELPING TO MOVE JOSEPHINE JAIL

(Special Dispatch to The Journal.)

Grants Pass, Or., Nov. 11.—Jasper Jennings, the young man who has been confined in Josephine county jail for the past month to await trial for the murder of his father, has been busy during the past two days assisting the workmen in moving the heavy steel cells from the old jail to the new structure being built. Jennings is a husky fellow and goes at his work as vigorously as if sure of his portion of the wages that the county must pay for the moving of the heavy structure.

Another prisoner who has been confined in the jail is also assisting in the work of moving the cells. A special guard, however, has been employed to keep watch on the two prisoners, day and night. As the cells will be exposed to the cold weather outside for some time, the prisoners are kept in the city jail at night.

The heavy cells, which are all bolted firmly together, are moved bodily as one piece. Their combined weight is five tons. The entire end of the old jail was torn out to give ample room for their removal, and they are being set up on the concrete foundation of the new structure before the walls are raised. The old jail building will be cleaned up and remodeled and converted into a woodhouse and as a storeroom for county property.

Mrs. Harold F. McCormick, Formerly Miss Edith Rockefeller.

MILWAUKEE IS COMING

(Continued from Page One)

York. We are buying rights of way. That is all I can say."

The purpose of the Wallula Pacific, declared in its articles of incorporation, is to construct a railroad from Wallula to Vancouver. It has made a determined fight for rights of way that at various points conflict with rights sought by the Northern Pacific for its north bank line.

Probable North Bank Line.

It is believed the Wallula Pacific is the north bank line of the Wilwaukee, and that it will bridge the Columbia at Lady's island and come into Portland over the tracks of the Oregon Water Power & Railway company, which has surveyed and purchased rights of way for an extension from Gresham to Fairview, opposite Lady's island.

In no other way can those who have studied the situation explain the Milwaukee's failure to purchase terminals in Portland, while it has been for months active in securing extensive terminal properties at Tacoma and Seattle. The O. W. P. road, should it pass into the hands of the Milwaukee, would give that company the most extensive river frontage and terminal grounds in the city, with trackage already extending to a point within two blocks of the steel bridge, over which trains would run to the Union station. Engineers say the best place on the lower Columbia river for a bridge is at Lady's island. Some years ago a franchise was granted by congress for construction of a bridge at that point. The charter has expired by limitation, but could be renewed at any session of congress.

Franchise for Standard Gauge.

The Vancouver & Suburban has been granted a franchise for a standard gauge, double track railroad from the waterfront on Main street through the heart of the city and has completed a survey for a railroad to Proebstel and north to Hockinson. Proebstel is a few miles from the Columbia and on a line with Lady's island and Fairview. The survey northward is projected to the St. Helens region and ends indefinitely. The promoters of the company, Forbes & Goudy, do not give any definite information as to its northern destination. They are eastern men who came to Portland some months ago and opened an office in the Fenton building. They have 30 days in which to accept the franchise and meantime have appointed Captain W. W. Goodrich chief engineer of the company and sent a party of surveyors into the field under direction of Engineer Scoggins.

The firm is noncommittal as to its plans. According to the terms of its franchise they must begin work within 90 days and may construct a railroad to be operated "by electricity, or other power which may be approved by the council."

"We do not know when we will begin work of construction," said a member of the firm. "We will build the line to Proebstel and Hockinson first. From Hockinson it will be extended north. We have not yet decided where."

From best information the Milwaukee, after reaching Rapid City, will skirt the southern edges of the Black hills, veer northwesterly, cross the big Cheyenne river at Pedro, follow the plains north of the Cheyenne and across the North Fork west of Bellefourche, and again at a point 30 miles west. It will cross the Little Missouri well up toward its headwaters and span the Powder river south of Oxus, pass north of Sheridan and across the Burlington's Billings line.

The proposed route crosses the Big Horn north of Kane, and the Burlington's Cody branch north of Garland. The route passes along the north border of Yellowstone park, crosses Yellowstone river at Gardiner, and when the Bitter Root mountains is approached the engineers offer a choice of two routes to Portland—one by turning northward to Lolo pass, and another through a pass leading to the Salmon river, thence to Walla Walla, and to the Columbia.

Proof of George's Marriage.

(Journal Special Service.)

London, Nov. 11.—Proof that King George IV of England married Mrs. Fitzherbert has been made positive by the opening of a package of letters that was left 70 years ago in the Coutts bank to be opened after a long period.

HEALTH OFFICE IS TO GET NEEDED FUNDS

Council Decides to Follow Mayor's Advice and Grant Necessary Aid.

Additional funds for the work in the city health office will be provided by the ways and means committee of the city council next Monday. The salary of Dr. Matson, the city health commissioner, will be increased from $90 a month to $140 and he will be made ex-officio assistant city physician.

For several weeks past the members of the city council showed considerable antagonism toward the proposition on the ground that it emanated from Mayor Lane. It was shown the council that the health office was in need of assistance and that the sanitary conditions of the city might be seriously impaired through lack of attention. Mayor Lane also theatened to close the doors of the health office and lay the blame on the council if additional funds were not provided. The councilmen have, therefore, decided to make provision for the department.

Another deputy is badly needed. It takes all the time of one deputy attending to the contagious diseases and the fumigation of houses. Hundreds of complaints of unsanitary conditions come to the office daily and this causes more work than one man can look after. In addition to this there are the records of the office to be kept.

FOUR INDICTMENTS FOR THE SUITCASE MURDER

(Journal Special Service.)

Boston, Nov. 11.—The grand jury will be asked to find true bills against at least four persons connected with the death of Susanne Geary, the chorus girl of the "Shepherd King" company, who met death in a Tremont street house in this city as the result of an operation performed by a physician, and whose body was later found in two suitcases in Winthrop bay. Two score witnesses have been summoned. Among those to be indicted are: William Howard and Louis Crawford, who disposed of the body; Morris Nathan, the girl's lover, and Dr. Percy D. McLeod, the Back Bay physician who is charged with dismembering the body. Dr. McLeod is at liebrty under $20,000 bond, but Nathan's bail of $5,000 has not been arranged.

CHRISTIAN CHURCHES AID

(Continued from Page One)

movement, yesterday telegraphed $5,000 to the national committee, with a promise that more would follow. The following reply was received from Treasurer Jacob Schiff:

"We much appreciate prompt action of you and Mr. Wolfe and noble response of your community. The need for help appears, however, very urgent and great."

Among the notable contributions to the fund was a check for $1,000 from Meier & Frank. Ben Selling, I. N. and Max Fleischner, Isam White and Adolphe Wolfe gave $250 each. I. Lowengart gave $500; P. Lowengart and Joseph Simon $200 and Edward Lang $100. It was especially gratifying to the committee to note the subscriptions of non-Jewish residents. Early this morning Edward Holman sent a check for $250, J. D. Coleman volunteered $10, W. J. Honeyman gave another $10 and Dr. E. P. Hill a like sum.

"In fact," said Mr. Selling, proudly, "the money is coming in so rapidly today—by cash, check, mail and 'phone—that I haven't had time to count it. I haven't the slightest doubt that we will send at least $10,000, Portland leading, pro rata, just as it did in the Kishineff national fund."

The Russian Jews hold a mass meeting tomorrow afternoon at 3 o'clock at the synagogue, Sixth and Hall streets, at which time a contribution will be taken that will add materially to the fund. The members of the committee are very well pleased with the showing made thus far.

JEWISH TRIBUNE PROTESTS.

Appeals to All the Jews of This Continent to Help the Afflicted.

The current issue of the Jewish Tribune contains this editorial under the caption, "What Shall We Do?":

"The voice of the innocent blood of our brethren in Russia cries out to us from that country! The barbarity committed by the Russians upon thousands of our defenseless coreligionists, the Russian ferocity vented by hacking into pieces outraged women, driving nails into living men, disemboweling, tearing out eyes and tongues from the terrified Jews, applying the torch to the sick Jews, shooting others at sight, slaying children and babies, is a picture the presentation of which terrifies humanity and appals civilization. And all this in this age of progress, of enlightenment, of highest civilization, of greatest achievements; and planned by the highest officials of the Russian government, executed by the governors, military and police with the aid of professional murderers, thieves, and robbers; and after the same Jews fought in the ranks of the Russian army in the far east, and offered themselves and their families' lives for the weal of that same country whose main life-task apparently is to exterminate them root and branch.

"We, the Jews of the United States, should not stand aside and see our brethren despoiled, robbed, and then murdered, their children hacked and knived, their wives and daughters ravaged and mutilated and destroyed. We should appeal to the American people and we should employ their sympathy with suffering humanity. Let us with the aid of the American people appeal to the civilized nations of Europe and solicit their cooperation in protesting against the barbarous and ferocious dealings of the Russian people with the Jews in that country. Meanwhile let us collect means to alleviate the critical situation of the sufferers. Let every Jew and Jewess give his or her share towards the many widowed and orphaned, crippled, sick and impoverished victims of the Russian cruelties. Let us not spare any work in behalf of our brothers and sisters who from across the ocean look to us for help in their present distress; the amelioration of whose sufferings is our duty.

"We appeal to our brothers and sisters in our city to call a mass meeting in one of our public halls or theatres preferably, of all the people of Portland for the purpose of protesting against the Russian atrocities and to collect from our coreligionists sums which shall be used toward building up a fund for the relief of our unhappy brethren in Russia.

"We appeal to the rabbis in every temple synagogue in our country and Canada to promote this plan, from their pulpits. We appeal to our Jewish press to spread this plan and advocate its accomplishment."

Norway Names Envoys.

(Journal Special Service.)

Christiania, Nov. 11.—Norway in naming her diplomatic representatives to foreign countries has appointed H. G. Hauge, the present charge d'affaires at Washington, as minister at that post and Fridtjof Nansen, the Arctic explorer, as minister to Great Britain.

Have Faith In Your Old Friends

The people have faith in an old bank or business house, just as they have faith in old friends.

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We sold a piano the other day to a school in Southern Oregon upon the recommendation of one of the teachers who took her first music lesson on an instrument bought from us nearly a quarter of a century ago. We got more satisfaction out of that transaction than merely the pleasure of selling a piano.

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