

STREET IMPROVEMENTS SHOW ENORMOUS GAIN

Paving and Sewer Construction During Last July Far Exceeds Any Previous Month's Record in History of City—Nearly 200 Streets to Be Improved.

That Portland is doing an unprecedented amount of street improvement and sewer construction work may be seen at a glance when a comparison of the records for July of 1907 and 1906 is made. If the increase of July, 1906, over July, 1905, was considered remarkable, then the increase of this July over last may be adjudged marvelous. In nearly every important detail the July record shows an increase over twice as great as that of the preceding year.

Perhaps the most striking advance is in streets and sewers under actual construction by ordinance. In the July just passed the records show that 88 separate streets were being improved and 63 sewers were being built. In 1906 there were 43 streets and 38 sewers under construction. The number of streets that were under preparation for construction this year to 227, while last year they reached 226.

The portions of different streets cross-sectioned for grading amounted to 13,412 lineal feet this year. Last year the lineal feet measure was 1,750. Sidewalk construction was also given serious attention by property-owners, over twice as much being done this year as compared with last. This year 20,315 lineal feet was cross-sectioned. Last year the number reached 14,586. The only instance in which more work was done in July a year ago than in this year was in running lines and levels for

established grades that had not been previously established. In July, 1906, \$9,973 lineal feet were surveyed. The July just ended shows \$2,901. July's survey for streets opened, widened or extended amounted to 4,496 lineal feet, while in 1906 they totaled 3,435 lineal feet. This year 102,040 lineal feet of city work under construction was restaked. Last year the restaking equaled 36,140 lineal feet.

Paving Given Impetus. In the streets cross-sectioned during July preparatory to making estimates in accordance with petition or resolution, a decided preference for bitulithic is shown. This is particularly true of the residential streets. This year during July 9,990 lineal feet of street was cross-sectioned for bitulithic. Last year the insignificant sum of 460 lineal feet was surveyed for that pavement. Gravel surveys this year reached 8,340 feet, while July, 1906, shows a survey of 6,833 feet.

Macadam has fallen off in public favor, it seems, for this year the July survey shows 3,150 lineal feet for that material, as compared with 1,160 lineal feet in July, 1906. Earth grading called for 2,360 feet of cross-section this July, in comparison with 16,150 feet last year. Since the first of the year complete plans and estimates, including all necessary data, have been prepared by the city engineer's force for the improvement of 178 streets, the extension of 66 streets and the construction of 68 sewers. These figures indicate the amount of work being turned out by the force under City Engineer Taylor.

panies in order to keep their offices open. Plans for a long siege are being laid by the strikers. Most of them have left the city for the hop fields or other places of employment, leaving only the few who are necessary to carry on the strike. A mass meeting for Sunday afternoon next is being planned to be held at the exposition grounds and invitations have been extended to various prominent people to be present and address the meeting.

A benefit ball for the strikers is also being arranged for Thursday, August 23, at Muriark hall. Prasp's orchestra has been secured for the occasion. The hall will be appropriately decorated and it is expected that the event will be not only well attended but most enjoyable. The committee in charge of the ball consists of Gus L. Prag, W. S. Simpson and W. P. Burke. The assistant, Mrs. Laura Knapp-Campbell, the bride of James Campbell, a local letter carrier, has been called to the attention of the Letter Carrier's association. Mrs. Campbell is the wife of the operators of the Western Union who refused to quit the employ of the company and who is still working for the company. The report has been circulated that both Superintendent Klippel of the O. R. & N. and the Western Union officials have refused to employ striking operators on the railroad wires when they are applicants for positions. The strikers claim that neither the commercial operators have applied for places with the railroad offices, as none of the positions have been vacated.

At the office of the Western Union Manager Dumars states that business is being done at this office. He expresses himself as satisfied with the situation. The same sentiment is expressed at the office of the Post company. Assistant Superintendent Blake left last night for Spokane, where he will make an attempt to get the office of his company into working order. The return of Mr. Dolphin to her key in the Postal office leaves the same in charge as before the departure of Mr. Blake.

The Associated Press is in the same condition that has held for the past several days. Manager E. Vincennes states that conditions in California have improved during the past 24 hours. Locally, however, there has been no change in any of the offices. The railway operators still continue to cut out of the Western Union business wherever it passes through railway offices, and the strikers are endeavoring to stop the efforts of the officials to stop the practice. The volume of business handled is about the same as has been disposed of for some time. There is no chance for any increase until some settlement is arrived at. The messenger boys of the Western Union are still being delivered to the strikers, as even Mr. Dumars states that this is the most troublesome part of the local situation. There is no change in the situation, either in favor of the strikers or the companies, unless it be that the overwork and continued strain under which the strikers are working in the Western Union Postal offices is lessening the power of the companies, locally, to handle as much business as was the case earlier in the week.

ROOSEVELT REFUSES

(Continued from Page One.)

Shortly after ten o'clock this morning President Roosevelt and party reached the harbor from Oyster Bay on board the government yacht Mayflower. The approach of the yacht was through a lane of eight battleships. The sea-fighters were in gala attire. As the Mayflower steamed down the column of honor extended from the water front to the city. The president, who occupied the bridge of the trim yacht, with a salute of twenty-one guns.

Governor Greets President

Governor Guild and his staff were on hand to extend the official greeting to the visitors in behalf of the state of Massachusetts. On landing the president and his party were escorted by a guard of honor to the residence at Town Hill, where the exercises of the day were held. The great throng on shore stretched from the waterfront to the hill. The doings of the day were the fishing houses, stores and dwellings along the way were thronged with men, women and children desirous of getting a view of the nation's chief executive.

The exercises of laying the cornerstone were in charge of the Grand Lodge of that state, the Grand Master J. Henry Blake conducted the ritual. The speech of the president was delivered from a special stand on the side of the hill. Other speakers including Governor Guild and United States Senator Cabot Lodge and town officers of the city were present. When the exercises were closed the distinguished guests were escorted to the town hall, where a banquet was spread in the evening.

Monument for which the cornerstone was laid today is the outcome of a long but friendly controversy between Provincetown and Plymouth.

The monument for which the cornerstone was laid today is the outcome of a long but friendly controversy between Provincetown and Plymouth. The question as to which place had the prior claim to the Pilgrim fathers. Its location is in the enterprise of the Cape Cod Monument, which has raised \$25,000 through public and private subscription, the federal government contributing \$10,000, the state of Massachusetts \$15,000, and the town \$5,000 of the amount.

Beacon for Vessels.

The memorial is to be located on the top of Town Hill, the highest land in the town, from which it will be visible to the height of 250 feet. It will be built of solid granite. One of the purposes of the structure is that it may serve as a beacon to vessels passing around the cape during the daytime. Within the monument, when it is finished, there will rest in the walls some 150,000 commemorative offerings from all New England towns, and with each stone properly inscribed. Further than this will be three especially interesting stones, all from England and each commemorative of some important circumstance or event connected with the coming of the Pilgrims.

One stone is inscribed, "From the home of Bradford," the place coming from Austerfield, England. A second is from the home of the first Pilgrim, inscribed, "From the church at Leyden, Holland, the carrying place of the Pilgrims." The third stone is a triangle of much interest, inscribed, "From the Women's Suffrage Association of England, and inscribed, 'From the church at Leyden.' This block was taken from the altar of the church where the final prayer of the departing Pilgrims was offered. There are to be winding stairs leading to the porticoed plaza at the top will do so by means of an inclined winding plane. From the monument's lofty outlook it will be possible to view the whole region which the Pilgrims explored in their search for an abiding place.

CHANGES IN WELCH FRANCHISE PROPOSED

(Special Dispatch to The Journal.) Salem, Or., Aug. 20.—At a meeting of the city council yesterday evening the committee approved to consider the franchise applied for some time ago by A. Welch reported, recommending several changes from the conditions proposed by Welch himself. The most important of these were the following: That the franchise should be granted for 25 instead of 30 years. That no fare greater than 5 cents be charged on any line operated under the franchise, and that transfers be issued on all other lines under the same management. That the company be required to make certain specified changes in the proposed route of the different lines, and that conditions be imposed to better preserve the city's control over the placing of poles and wires. That a bond of \$5,000 be required of A. Welch for the faithful performance of his part of the franchise, and the franchise be forfeited on all streets on which lines are not in operation within two years.

FARMERS EXPECTING BETTER TREATMENT

Independent Warehouses Getting Most of Grain Business of Palouse Country.

(Special Dispatch to The Journal.)

Garfield, Wash., Aug. 20.—The farmers of the Garfield district are not getting excited over the 25-cent extra charge on grain made by the warehousemen of the Palouse country. They do, however, resent a clause in company contracts by some of the old-line companies reading as follows: "All loss or damage to said grain by fire is assumed by the holder of this receipt. All fire of whatsoever nature or recovery for loss or damage by fire injury or otherwise either against the company or the railway is assumed by the holder of this receipt. The company upon whose land the buildings containing this grain are located is by the acceptance of this receipt specifically released by the owners or holders thereof."

The farmers realize that labor is higher and that it costs a great deal more to do business today than it did ten or even five years ago. Therefore they expect to pay more, and they expect the elevator companies to put in the contract a stipulation that "all loss or damage by fire is assumed by the farmer or owner of the grain as far as the elevator company is concerned, but the clause whereby the railway company is not responsible is what the wheatgrowers do take exception to. The warehousemen on the railroad right of way are always in more or less danger of catching on fire in the dry season of the year by sparks from passing trains."

The farmers are laying low, saying nothing, but "sawing wood to beat the band." As one wheatgrower puts it, "The farmers are waiting for the only way to determine whether the farmers are pleased with this railway clause in the contract is to see if the warehousemen and the independent companies and then take a stroll to the warehouses of the independent companies which are in the open country, and which are much safer than any other way, as it will show you who the wheatgrowers are storing with."

The independent companies seem to be getting the great bulk of the wheat so far on all the roads centering at Garfield. The Duling-Bishop company, who are building elevators at Garfield, Ladow and Grinnell; A. P. Johnson & Co., who operate on the Northern Pacific and Sanford, Manning & Price company, grain buyers at Garfield, are all independent grainbuyers. It is safe to say that the farmers are starting to get the wheat to the warehouses as if the independent buyers were going to corral the entire wheat crop of the Palouse country. Now it is the independent companies who are to give the farmers a square deal if they want to hold the business, as there are already murmurs, and if a square deal is not forthcoming from the warehousemen, by another year, the correspondence has it on good authority, there will be a system of warehouses erected, controlled by the wealthy wheatgrowers throughout the length and breadth of the Palouse country.

USE PENCE TIMBER

(Continued from Page One.)

livered at the docks for \$5 a cord. At present no arrangements about delivery have been made, although to secure teams and insure the delivery of the wood, it is necessary for the federation to call in outside aid.

Ten Thousand Cords Ready.

"The matter is now with the federation and Pence. If they wish to take 10,000 cords they are welcome to them as I do not care to go into the wood business myself. I have a tug boat on which I build barges for the hauling of the wood from the mouth of my flume at Holbrooke slough to the city, but I do not feel that I can rent the tug boat to build barges for the wood. If I did anything it would be necessary to purchase the teams and have them absolutely under the control of the Pence. If the Pence will be successfully carried out, exorbitant prices will be a thing of the past in Portland.

Special Wire for President.

When the men went to the company headquarters for money due them they found their slips marked "final" instead of "discharge." The usual money they found are released from the services. Some of the strikers complained that they did not get all the money they were entitled to. The money was paid to see the superintendent. This was to be for the purpose of bringing the officials into touch with individual strikers.

BROKERS SIGN UP

New York and Chicago Houses Unionize Offices. (Journal Special Service.) Chicago, Aug. 20.—All but six brokerage houses here have signed the agreement of Western Union telegraph operators, providing for a closed shop and absolute recognition of the union. In the six houses which refused to sign the agreement, if operators walked out. It is also reported in advance from New York that all but one or two of the brokerage houses there have signed the agreement. Since the strike was declared there has not been a brighter day for the operators than today. Optimistic reports continue to come from the companies, but they are discredited and it is known that the tieup is practically complete.

MARRIED LIFE

(Continued from Page One.)

Carmack alleges her husband threatened to cut her clothes into ribbons if she dared to get out without him. At various times during the past several months Mrs. Carmack alleges her husband has humiliated her before relatives and friends in charging her with infidelity. She claims she could not prove. His character assaults were particularly provoking and unwarranted, she contends, in connection with visits to her mother.

Rosenthal's Closed Tomorrow.

Shoe sale starts Thursday. Wait.

Drowned While Fishing.

Vancouver, B. C., Aug. 20.—Frank McGillivray, son of the proprietor of the Powell road and 16 years of age, was drowned yesterday. He was fishing and fell into the water, and was carried away by the swift current.

DON'T BE BLU

and lose all interest when help is within reach. Herbine will make that liver perform its duties properly. J. E. Vaughn, Elba, Ala., writes: "Being a constant sufferer from constipation and indigestion, I used the famous Herbine to be the best medicine, for these troubles, on the market. I have used it constantly. I believe it to be the best medicine of its kind, and I wish all sufferers from these troubles to know the good Herbine has done me. Sold by all druggists."

COFFEE

The responsible man is the roaster; his is the name to go-by.

THE REED-FRENCH PIANO CO.

G. W. KENNEDY, Manager.

CABLES WILL QUIT

Ready to Go Out at a Moment's Notice—Practically All New York Brokers Sign Union Scale—Both Sides Confident.

(Journal Special Service.)

New York, Aug. 20.—Cable operators all over the United States will probably be on strike before midnight. They are holding themselves in readiness to go out upon a minute's notice from President Small. Practically all brokers have signed the scale.

In official statements issued from local strike headquarters it was declared that the business of both companies remains sadly crippled; that the mails and express companies are being freely used to transmit messages paid for by the public at full telegraphic rates, and that the transmittal statements from the company offices are not true.

Messages Are Waived.

"Comparatively no business is being received the regular way," declared Deputy President Thomas. "The mails and the express companies are handling 95 per cent of the telegraph companies' business. In New York effort is being made to get up routine appearances with the roughest methods of deception. On Long Island the telegraph companies are completely tied up, and business is paralyzed in New Jersey. Reports from the west and southwest show this condition to be universal.

Telegraphers insist that the public is being outrageously deceived and point to conclusive proof in four telegrams to members received in headquarters in the past 48 hours. These were posted August 24 to 26 hours delay. The messages were filed in Terre Haute, St. Louis, Chicago and Lincoln, Nebraska, and simultaneously letters were posted August 24 to 26 hours delay. The messages were filed in Terre Haute, St. Louis, Chicago and Lincoln, Nebraska, and simultaneously letters were posted August 24 to 26 hours delay. The messages were filed in Terre Haute, St. Louis, Chicago and Lincoln, Nebraska, and simultaneously letters were posted August 24 to 26 hours delay.

Companies' Claims.

Opposed to this is the statement of Superintendent Baylors, Brooks of the Western Union: "We are running like a mill race, and so far as the strike matters, that is closed. As for the tearing down of Western Union signs in upstate towns, we are rapidly straightening out the kinks in the service." From the Postal spokesman, Vice-President E. J. Nally, comes this statement: "I believe the backbone of the strike is already broken. Conditions are improving in all our centers, especially in those where the men are coming back rapidly."

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NO MESSAGES FROM SOUTH

Fires in the Siskiyou or Some Other Cause Interrupts Current.

The telegraph wires between Portland and San Francisco are out of commission today and no messages are going through. The issued wires furnished to the brokers of the city is silent, as are the commercial wires. In explanation of this condition it is stated that forest fires in the mountains had cut the lines out of commission until they could be repaired. When asked about the report at noon both the Postal and the Western Union denied to the Journal that there was any trouble on the California line and stated the wires were working in normal condition. This statement was made in contradiction to the explanations offered earlier in the day to the brokers and other people having leased wires to the south.

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THE NEW HOME OF THE GEO. H. TYSON INSURANCE AGENCY

Among the first insurance offices to be relocated in the burned district in permanent quarters is the George H. Tyson Agency. The companies represented by this office are as follows: German-American Insurance Co. of New York, Phoenix Insurance Co. of Hartford, German Alliance Insurance Association of New York, Protector Underwriters of Hartford. These companies represent assets aggregating nearly \$25,000,000, and have paid losses during over half a century of existence amounting to over \$110,000,000. Losses in the San Francisco fire aggregated nearly \$6,000,000, and were paid promptly and in full in accordance with the record of these great companies made in every conflagration in this country. It is needless to say that companies of such standing are receiving the liberal patronage of the public, which they deserve. The Pacific Department offices of these companies now occupy the entire building on the northeast corner of Leidesdorff and Sacramento streets and are equipped in a most modern way with every convenience possible. They are well worthy of inspection. The San Francisco fire did not exhaust 20 per cent of the assets of the companies in question, showing the strength of these companies, as well as the conservative way in which they accept business. It has been the motto of this office for years to issue conflagration-proof policies, which was only too well illustrated in the San Francisco catastrophe.

IRVINGTON PARK "The Addition. With Character." "A private residence park." A homesite where the high grade of improvements, delightful and ideal location, abundance of natural shade, sunshine, air and ease of access are attracting the very best class of permanent home builders—men and women who appreciate the value of rigid building restriction and the great possibilities for comfortable, convenient and artistic homes. It is an opportunity for investment you simply cannot afford to overlook. Portland's great and rapid growth and the choiceness of the property absolutely guarantee a rapid and steady advance in value. See it today—get acquainted with its charms and worth, then ask yourself whether you can afford to delay another hour in selecting your lot. Alberta car to East Twenty-seventh, go three blocks north to Killingsworth avenue.

F. B. HOLBROOK CO. F. E. SCHWAN, Agent. 350 Stark St. Phone Main 5396. On grounds all the time, 3045 and Killingsworth.

CRICKET CHAMPIONS AT VANCOUVER, B. C. TIMBER DEAL ON VANCOUVER ISLAND. (Special Dispatch to The Journal.) Vancouver, B. C., Aug. 20.—The B. F. Graham Lumber company of Los Angeles has purchased coal and timber land on Vancouver Island for \$600,000. Sawmills will be erected at once. The first mill planned will have an output of 200,000 feet daily. The People of France are beginning to realize that they have their own problem of women and child labor. The government statistics upon the subject are attracting attention, and the newspapers are treating the matter as a serious problem.

"The Piano Store on Burnside Street" \$10 DOWN AND \$6.00 A MONTH WILL BUY A MAGNIFICENT PIANO. We have hundreds of customers who say our pianos at \$286 are superior to retailers' pianos at \$400. Try a Reed-French piano for 30 days—send it back if you don't like it. THE REED-FRENCH PIANO CO. G. W. KENNEDY, Manager. SIXTH AND BURNSIDE

ROSENTHAL'S Corner Seventh and Washington. Which Begins Thursday, Aug. 22d. See tomorrow's paper for full particulars of the most extraordinary reductions ever quoted on high grade footwear.

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