

### Declares Some New Charter Provisions Are Impracticable

Portland, Or., Dec. 4.—To the Editor of the Journal—In your published report of the charter committee meeting, you stated Dr. H. Chapman as saying in reply to C. K. Henry, that "the rights of the people were paramount to any others." Permit me to say that, had never met Dr. Chapman before, and went before the committee to protest against the insertion in the new proposed charter of the following section:

The mayor and council of the city of Portland shall have the power of application or assent in writing of the owners of the major part of the front feet of the lots of tracts of land fronting on each side of that portion of any street or that part or parts of a street over or on which it is desired to lay or reconstruct or to alter any of the sections, extension, spurs, sidings or switches, other than those for street railways, to pass subject to the provisions and requirements of this charter, such ordinances as shall be necessary to authorize the construction of such tracks, and submit the same to the electors; but no such railroad shall ever be authorized to cross any street at grade.

I opposed this as being inimical to the growth of our city, considering it the most unwise proposition that has ever been proposed in this city. Think of it! Should all the property owners on Thirteenth street in the warehouse district, or on Fifteenth street in the new warehouse district, petition the council for a right to lay a spur, switch or sidetrack to reach any wholesale house or warehouse, they must be subjected to the delay of, and the city put to the expense of submitting the question to a vote of the people, to ascertain whether or not the people at Mount Scott, Lentz, Woodlawn and Montavilla were willing or not to allow this people on Thirteenth or Fifteenth streets to have what they want, and were willing to pay for it?

**Cites an Instance.**

As an illustration, John Klernan, one of our pioneers who has spent the best years of his life in the upbuilding of this city, is now constructing a five-story warehouse on Thirteenth street, covering an entire block; should the provision that Dr. Chapman is insisting on be passed, it would be necessary for the city to vote upon the proposition of allowing a switch or spur up to that warehouse.

Again, you will note that the last clause in the proposed section states that "No street railroad shall ever be authorized to cross any street at grade." I asked of the committee what was meant by that, and the learned doctor declared that it was printed just as they intended it, as they did not wish the railroads to cross the streets at grade, "as they were murdering the people on the streets every year." Who is this self-styled, loud-proclaiming champion of the people who stood up and declared that "the rights of the people

are paramount to any others," and denounced and stigmatized me as a pleader for the special interests?

Dr. Chapman now says:

I had never met the gentleman before, and took the liberty of looking him up. I find in the directory that he is located at a boarding house in the city of Portland, and, on having an examination of the records made, find he is not registered as a voter, is not a freholder, nor taxpayer in the city of Portland, (these disqualify for service as a member of the committee). It seems the gentleman is an editorial writer on the Oregonian, maintaining a home and residence, where his family live, at Woodlawn, Wash., so he is not even a citizen of the state of Oregon. It would seem proper for the learned gentleman, who is so very desirous of posing as a champion of the people, to return to his own state and prepare to formulate the laws for his own people, if they want him to, and allow the people of Portland to make the laws for themselves.

I would respectfully request every business man in the city of Portland to carefully read this proposed section of the charter, which is one of the many bad sections suggested by the committee, of which Dr. Chapman is chairman.

**"Let Own People Make Laws."**

We have enough laws if they were properly enforced. If we are to have new and additional laws, let them be made by our own people, to suit our conditions, and not to suit the crooked, whimsical notions of an erratic, impracticable Socialist.

What was the use of the granting to the North Bank railroad the right to cross the peninsula, and to cross the river over a bridge, impeding the harbor, if we are now going to have a charter that will prohibit them from coming up any street, with spurs or sidetracks to the warehouse district? Don't we want all the transportation facilities we can get? What would become of the Mount Hood railroad if this ridiculous section of the proposed charter were passed? Where would the Oregon Electric and United Railways be able to transact business in the city under the proposed conditions? It behooves the business men of the city to take a little more interest in the formulating of the laws of this city. It should not be left to dreamers and doctrinaires. Every business man should attend these meetings, and help suggest sections of the charter, as it is easier to get corrections made now than to have the charter defeated at an election. As to the doctor, in open meeting, denouncing and stigmatizing me as a pleader for the special interests, I have only to say that the people of Portland, with whom I have been transacting business from day to day for the last 20 years, are not fools.

CHARLES K. HENRY.

**It is an old story now that nervous people tell of how the blood became thin and poor and then the nervous symptoms followed.**

**How many correctly guess that the thin blood was responsible for the nervous disorder?**

**The nerves get all their nourishment through the blood and as thin blood is deficient in nerve-building material, the nerves become starved. Pain and nervous breakdown result.**

### Dr. Williams' Pink Pills

**are a tonic for the blood that supply it with the necessary elements to nourish and tone up the nerves and, the cause being removed, nature does the rest and health is restored.**

At all druggists, or direct from Dr. Williams Medicine Company, Schenectady, N. Y. 50 cents per box; six boxes for \$2.50.

### RAILROAD SOON IN TILLAMOOK

**Line Between Town and Bay City Will Be Opened Next Month.**

Trains will be running along the shores of Tillamook bay next month. For years the people of one of the naturally richest sections of Oregon have looked forward to this announcement. Work on the railroad between the town of Tillamook and Bay City has now progressed so far that the Pacific Railway & Navigation company has let it be known that some time in January trains will be in operation between the two towns.

In the meantime work on all parts of the line from Hillsboro to Tillamook bay is rapidly. At the Tillamook end of the line, where activity is most marked, 100 men are at work.

Scott Bozorth of the Bay City Land company has just returned from a trip to Tillamook bay.

The Miami river bridge above Bay City is about completed, while the Hobsonville tunnel is also nearing completion, says one of the men.

Grading is going forward around the sandstone point at Bay City, and rails have been laid from Bay City almost to the Kiches river. The timbers are ready for the trestles across the Kiches and Wilson river bottoms, where the rails and ties are already on the ground.

A \$40,000 dredge is being built to dredge on the bay side of the Bay-ocean park peninsula. The dirt from this dredge will be used in constructing a long boulevard along the bay side of the peninsula and the holes made in this way will be used as swimming pools when the tide is out.

The new Fox sawmill at Bay City is now in operation. A new company is arranging to open a sash and door factory there before long, and the machinery is now being built, while a new boatyard will also open in the spring. The Tillamook Public Service company has just laid half a mile of water mains in Bay City. Take it all around, things are looking very lively around Tillamook bay.

### CORNERSTONE LAID

(Continued From Page One.)

1868. At that time a meeting was held in the lecture room of the First Presbyterian church on the corner of Tillamook streets, at which the Y. M. C. A. was formally organized. From that time on the work of the Y. M. C. A. has been conducted continuously in the city, the headquarters moving several times as the growth of the membership and the scope of the work done by the organization enlarged. The first general secretary employed by the Portland organization was in 1878.

**Denver Man Orator.**

At the conclusion of the address by Mr. Quackenbush, William E. Sweet, president of the Y. M. C. A. of Denver, was introduced as the speaker of the day. He talked on "What a great modern building means to the life of a city."

Mr. Sweet in his address contended that the laying of the cornerstone for the Portland home of the Y. M. C. A. marked an important epoch in the growth of the city and in the development of the state. The event he commemorated the fact that the people of the city were willing to give the young men of the city a place dedicated

### Catarrh

**Is a Constitutional Disease**

Whatever organ or passage of the body it affects, and requires a constitutional remedy for its permanent cure.

It depends on an impure, impoverished, debilitated condition of the blood, which keeps the mucous membrane in a state of inflammation, and causes a debilitating and generally offensive discharge; also headaches, ringing noises, partial deafness, weak eyes.

Hood's Sarsaparilla by purifying, enriching and revitalizing the blood, removes the cause and effects permanent cures of all forms of catarrh.

**Hood's Sarsaparilla**

Is a Constitutional Remedy

In liquid form or chocolate tablets known as Sarsatabs. 100 doses \$1.

to the high development of the citizenship of the state.

The speaker argued that the growth of the Y. M. C. A. means that the business men, the laboring men, the rich and the poor had joined together in aid of the work of the association which means the building of citizenship. In no other organization, he contended, could be found so many people of so many diverse beliefs and interests welded together for the upbuilding of the young men of the community.

The Y. M. C. A. was a builder of manhood, the speaker said, and was so recognized by all those who knew of the work that it did. It did not attempt to regulate the religious beliefs of any of its members, though it insisted that all members should have some religious belief. It established character, right ideas of living, right intents and gave a broad development of manhood.

**Uplifts the City.**

It was educational, mentally, physically, morally, producing a well rounded man with high ideas of civic righteousness. Its destiny was to uplift and make stronger the life of the city.

In considering the life of a city, the speaker contended, it was necessary to look at the business development and activity, the social life, the associations of men with men, at the religious life and at the political life. The work of the Y. M. C. A. touched all of these conditions and phases. It taught young men the ways of business, and instilled into them honesty in business. It taught them to be clean in their social life. It led them into religious belief, and it instilled into their minds the tenets of civic honor and political integrity.

**Stone Put in Place.**

At the conclusion of the address by Mr. Sweet the audience gathered about the cornerstone while it was swung into place and plumbbed by President Ladd. This ceremony was exceedingly simple, the stone being lowered into place, squared and plumbbed with the foundation and settled into its bed of mortar. President Ladd at the conclusion of this work announced that the stone was laid, plumbbed and squared. The services concluded with a benediction spoken by Rev. J. Whitcomb Brougher.

### ROB SAFE IN POSTOFFICE

(Continued From Page One.)

The front door, through which the crooks entered, was double locked, as was also the door leading from the lobby into the inner room where the safe and all valuables are kept. The burglars either possessed skeleton keys or picked the locks, for neither lock was damaged in the least. Both doors were locked again by the watchmen when they left, thus leaving no chance for the discovery of the crime until 7 o'clock this morning, and giving them several hours' start of the detectives.

**Is on Main Street.**

The postoffice is located at Main street and Foster road and is on a corner that is not badly lighted. An arc light shone all night just a block away and several other lights in neighboring stores keep the corner well lighted. The night was clear, too, and there was a moon. Yet no one was seen coming or going near the postoffice at any time during the night, and no one bearing a suspicious appearance had been seen about Lentz lately who would give the officers any idea that a robbery was being planned or that they were sitting up any of the buildings.

Postmaster Spring said this morning that it was only a few days ago that he took occasion to compliment himself on the fact that his office had never been robbed, while all the other postoffices surrounding the Lentz station have during the last two or three years been entered. The postoffices of Graham, Sellwood and Montavilla offices are still well remembered.

**Inspectors Get Notice.**

E. C. Clement and O. C. Riches, the postal inspectors, with headquarters in Portland, are both out of the city today, but will probably make an investigation of the Lentz affair upon their return. Chief Inspector Linn in Spokane has been notified by wire of the robbery, and will probably assign a man to the work of investigating at once.

### BATTLE ROYAL

(Continued From Page One.)

make him a leader among those opposed to Mr. Cannon's methods.

Should Mr. Taft carry the fight against Cannonism and win out, it will undoubtedly make him even more popular than President Roosevelt. It speaks well for his determination to carry reform and other reforms when he is willing to enter this fight. His friends have been greatly surprised at the "new" Taft. In the past he has shown no great desire to enter a fight, but it is well known that when in a fight he is at his best. To have him deliberately start a contest which will revolutionize the methods of the representatives and which will mean the downfall of many men who have been supreme under Mr. Cannon's regime, has shown him in a new light and a very popular one with the people.

**Mr. Workingman:—  
Mr. Man On a Salary:—  
Mr. Man With \$10 to Spend:—**

**Are You Willing to Invest \$10 a Month in a Real Estate Proposition That Will Double Your Money in a Short Time? Are You Willing to Pay \$10 Down and \$10 a Month on a \$250 Lot?**

**THEN BUY IN**

# FAIRPORT

AND YOU WILL SELL AT AN ADVANCED PRICE IN A FEW MONTHS. ONE OF OUR CUSTOMERS WHO GOT A LOT 3 WEEKS AGO, WHEN FAIRPORT WAS FIRST PLACED ON THE MARKET WAS OFFERED A PROFIT OF \$200 FOR HIS BARGAIN. HE HAD PAID US \$10 DOWN AND ONE MONTH'S PAYMENT OF \$10—COULD HAVE MADE A PROFIT OF \$200 ON AN INVESTMENT OF \$20. YOU CAN DO THE SAME. YOU CAN, WILL YOU?

**Fairport  
Fairport  
Fairport  
Fairport**

Lies directly next to Kenton—the Swift townsite where nearly a million dollars is being spent today to erect homes for the Swift people, to build stores and offices.

Will improve with Kenton, step by step—Every improvement for Kenton is an improvement for Fairport. Lots in Fairport are now selling at \$250—\$10 down and \$10 a month.

Is in the heart of the Peninsula, where all the huge packing plants are being erected. These packing plants will be in operation in six months. Then watch Fairport and count profits.

Speaks for itself. Just look over the property and let your own judgment talk. If you think it a good thing—buy a lot. If you don't, the trip costs you nothing.

**LET US SHOW YOU FAIRPORT IN OUR AUTOMOBILES**

## Mikkelsen & Tucker

General Agents

301-2 Corbett Building, Fifth and Morrison Streets

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"The Cream of Irvington"

**IT IS THE WEST PORTION** of the original plat of IRVINGTON, is closer to the city, higher in elevation and considered by competent judges to be the best portion of the best residence district of the entire city. PROSPECT PARK is just one mile from the steel bridge, a mile and a half from Second and Washington streets. Either the Alberta or Woodlawn cars will take one over the Burnside Bridge and out Union Avenue with no transfer or change of cars, to Knott street. Here one alights and walks one block east to the office on the tract. Cars leave Second and Washington and Fifth and Washington every five minutes during the day and every three minutes during the rush hours, morning and evening. For the automobilist, hard surface pavements in the very best of condition are encountered all the way to PROSPECT PARK. Reaching the addition, every street in it is found to be the best asphalt pavement in the city of Portland. For the improving of PROSPECT PARK, \$250,000 has been spent. Residence sites may be had in PROSPECT PARK for \$1000 and up, payable upon very favorable terms.

**"PROSPECT PARK IN THE MAKING,"** an illustrated folder, describing in detail the underground improvements in this addition, FREE FOR THE ASKING

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Portland, Oregon

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E. Seventh and Knott Streets  
IN CHARGE OF H. L. MUMFORD