

TEACHERS' SALARIES RAISED

Taxpayers at Annual Meeting Indorse Majority Report of School Board—Force Chairman Wittenberg to Change Front.

The taxpayers of school district No. 1 at their annual meeting last night adopted the majority report of the school board and voted for a school tax levy of 4.7 mills. This covers the 15 per cent increase in salaries of teachers throughout the city and the district.

The West Side high school's auditorium, where the meeting was held, was packed with teachers and their champions. There were only two sides—Herman Wittenberg, chairman of the school board, who fought the proposed salary increase, and the majority of the crowd, who jeered the chairman when he took the floor to fight the proposed raise in salaries. Before he finished speaking he discovered that sentiment was against him and gracefully changed front, saying that he had been mistaken and that he would bow to the will of the taxpayers.

Prediction Proves Wrong.

At a meeting of the school board, some time ago, Mr. Wittenberg told the other members that he did not oppose the adoption of their report on the salary question and predicted that they would find that the taxpayers would not grant the raise.

W. P. Olds and Dr. A. C. Smith expressed surprise that Portland did not raise its teachers as much as does Seattle and warmly indorsed the stand taken by the majority of the school board.

Dr. Smith thought that 15 per cent was not a sufficient increase and moved to amend Mr. Olds' motion to adopt the minority report by making it provide for a 20 per cent advance in salaries.

Mr. Fleischer Explains.

Before the motion was put Director I. N. Fleischer took the floor and explained the stand of the board. He said he and his colleagues had gone over the proposed schedule very carefully, which the taxpayers probably had not, and felt that this was the best that could be done for the present, and that it would be for the best interests of the school district. That the schedule should be adopted, Mr. Fleischer's talk evidently convinced the taxpayers, for when the amendment was put to vote, it was lost and the original motion carried.

The total increase in the yearly salary roll is \$87,000. Although the average increase is 15 per cent, some of the teachers only get 8 per cent and a few receive an advance of as high as 25 per cent.

ASK CHANGE IN PILOTAGE LAW

The Multnomah delegation held a meeting last night in the assembly room of the Commercial club for the consideration of legislation desired by different organizations and individuals. Probably the most important matter brought before the delegation was the amendment to the pilotage law asked for by the chamber and the members of the Port of Portland. The measure was taken under consideration by the delegation.

W. Buehner championed the measure presented by the chamber of commerce, asking that the \$50,000 deposit government insurance law be repealed. He argued that the large deposit kept many good companies out of the state, thus forcing large firms to go out of Oregon for their insurance.

District Attorney Cameron, through one of his deputies, presented a bill for an increase in the number of his deputies from four to six, the chief deputy to receive \$3000 and the others \$2000 annually. Two stenographers at \$900 each were asked for, together with suitable offices to be furnished by the district.

The State Humane society asked for an appropriation of \$2000, the measure being presented by Otto J. Kramer.

W. Buehner invited the delegation to take luncheon with the creamery men of the city on Wednesday next, at which time legislative affairs and the members of the Port of Portland will be discussed. The club will discuss the industry of the state will be discussed.

J. D. Stevens urged that the delegation enact a law providing that the current employed by the Portland Railway, Light & Power company be given sufficient time to eat their luncheons, instead of being compelled to eat aboard their cars on the long runs.

C. E. Lockwood insisted that Multnomah county should have 17 representatives in the legislature instead of 12 and one joint representative. He also said that the Portland Republican club would present a bill asking that the powers of the railroad commission be increased and also one asking that a constitutional amendment be passed providing for the consolidation of the governments of Portland and Multnomah county. Lockwood also said that the club will advocate a measure dividing the state into representative districts for the election of representatives to the legislature.

George H. Himes secretary of the Oregon Historical society, sent a letter to the delegation asking its support for a bill to provide for a permanent home for the society.

County Clerk Fields had five bills before the delegation, one to require persons authorized to perform marriage ceremonies to file their credentials with the county clerk, one to provide for the registration of voters at other places than the office of the county clerk, one to create the office of state auditor, one to provide for election inspectors, and one to amend the law relating to filing plats.

The following members of the delegation attended the meeting: Senators Coffey, Albee and Bell, Representatives Davis, Conner, Mahoney, Hays, Orton, Jaeger, Altman, Abbott, Bryant, McDonald and Farrell.

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FILES CLOSED IN 4 TO 14 DAYS.
PAID CIRCULATION IS GUARANTEED TO CURE ANY CASE OF Dizziness, Headache, Blurred or Straining Vision, or any other eye ailment.

JOHNSON'S GOOD ROADS BILL MUCH AMENDED MINISTREL MAN'S APPLAUSE

Measure Vetoes by Governor Chamberlain Basis for Legislation to Be Asked of Next Legislature—Suggestions of Recent Portland Conference Adopted.

Good road legislation will be one of the most important subjects to be considered at the coming session of the legislature. During the session of 1907 a road law, introduced by Senator Johnson of Benton county, was passed, but was vetoed by the governor. This law is to be taken up again by the legislature. It will come up for the purpose of considering whether it should be passed notwithstanding the veto.

Since the last session, however, the Good Roads conference, recently held in Portland, has appointed a good roads legislation committee which has been instructed to compile an adequate and acceptable bill for a uniform law governing road building in the state. The committee has prepared a preliminary draft of this bill, using the Johnson bill as a model, though eliminating from it crude and unsatisfactory provisions contained in the bill vetoed. This bill will be presented by Senator Johnson on behalf of the good roads people to the coming legislature.

Salaries Made Higher.

In preparing this bill it has been provided that property holders benefited by any improvement to a public road shall pay one fourth of the cost of the improvement. The former bill provided that they pay one third of the cost. The salary of the state road commissioner under the new bill is to be \$3400. The old bill called for \$1800. The two commissioners shall appoint a state highway engineer \$1 a day for time actually employed. The former bill provided for \$1000. These are the principal changes made by the good roads committee.

In brief, the proposed bill provides that at some time prior to January 1, 1910, the state board, consisting of the governor, secretary of state and state treasurer, shall appoint a state highway commission of three members. One of these commissioners shall be appointed from the state at large, and shall be the chairman of the commission. This officer shall be known as the state road engineer, shall be a qualified and competent civil engineer, and shall be constructing public roads in a scientific manner. He shall receive an annual salary of \$2400.

One of the commissioners shall be appointed from the First congressional district, and one from the Second congressional district. These two commissioners shall receive as compensation \$1 for every day actually employed by them on the business of the commission. The three commissioners are to receive their actual traveling expenses while engaged in commission business.

Hold Office Four Years.

The state road engineer shall hold office for four years. The term of office of the commissioner from the First district shall expire on January 1, 1911, and of the commissioner from the Second district on January 1, 1912. The state board shall appoint successors to these commissioners upon the expiration of their terms for the term of two years each, the time to run from the appointment on January 1, 1911 and 1912. It is also provided that the state board may remove any of the commissioners for inefficiency, malfeasance or neglect of duty at any time and shall make appointments to fill any vacancies.

The state road engineer shall be subject to removal by the state board at any time upon the complaint of the two commissioners for nonperformance of duty or other sufficient cause.

It shall be the duty of the commissioner to seek out the location of good building material in different parts of the state, to investigate the methods of road construction best adapted to the different sections of the state, to study the most approved laws for the government of road construction, and to hold public meetings throughout the state for the education of the people in the needs of road building. It is also provided that the commission shall prepare a report before December 31, 1910, for submission to the legislature of

1911 in which it shall set out the number of miles of road constructed during the two years past, the extent of main highways constructed, the general character and location of road building material found in the state, the general character and needs of the roads constructed and the need of advisable legislation, together with all other matters of interest pertaining to the good road movement and the work of the commission.

Engineer Makes Rules.

The state road engineer shall also provide rules and regulations for the government of road construction throughout the state. He shall keep a record of the work of the commission and shall have his office at Salem. The attorney general shall be the attorney for the commission.

It is provided that the state road engineer may proceed in the same manner to lay out and construct any main highway needed or to improve or straighten any existing road.

The resident owners of real estate in any county situated within two miles of either side of any road or one mile beyond the terminus, may have the road improved or a new one constructed by filing a petition signed by a majority of these property holders with the county court asking for the construction or improvement. The county court of the project and if feasible, notify the state road engineer of the proposed construction or improvement.

It is also provided that the size of any improvement district may be changed and made larger or smaller. If special conditions may warrant, it is also provided, however, that in case the needs of a community demand the construction of a road and the property owners do not take the initiative, the county court or the state road engineer may proceed in the same manner as though the petitions had been filed by the property owners.

Mode of Procedure.

The state highway commission shall receive all notices of action taken by county courts and after investigation decide whether it is advisable to make the improvement needed. If the project shall be approved the state road engineer shall make a study of the proposed improvement, shall prepare maps of the work and decide the material to be used, the course of the road and the mode of improvement. He will have authority to acquire all lands and easements for the construction of roads. All highways shall be not less than 16 feet or more than 18 feet in width, unless for special reasons.

On completion of the plans for any road the engineer shall prepare a statement of the cost of construction and submit it to the county court. If there is no valid objection the state engineer upon notice from the county court will advertise for bids for the construction of the road.

The road supervisors appointed by the county courts shall have immediate charge of the construction of roads, working under the direction of the state road engineer.

The new law contemplates that the state shall pay three eighths of the cost of road improvement, the county to pay an equal share and the property owners benefited to pay one fourth. It is provided, however, that the county court may assume the obligations of the construction of roads in whole or part for good and sufficient reasons.

County Court to Decide.

When an improvement is decided upon the county court shall appoint three viewers to appraise the benefits to be derived by the adjacent property holders from the construction of the roads. If the owners consider this apportionment unjust they may remonstrate. This remonstrance shall be heard by the county court and the issue shall be settled equitably after a full hearing.

The name of George Primrose on a vaudeville bill is an attraction, and the famous minstrel still does the same dances he did 20 years ago in the same graceful manner, while to the ears of today his singing is still smooth and melodious. He is aided and abetted at the Orpheum by four buck and wing dancers who move well together.

The new bill opened last night with some fancy shooting by Wenona Francis and company which was fairly good, though the same act has been seen at the Orpheum this season with different performers. This act took the place of the Bob and Tip company of vaudeville minstrel acts who failed to arrive in time.

The eccentric and toe dancing of Miss Pertina is good. If one cares for that sort of thing, the buck dancing of Ida May Chadwick while to the ears of today his singing is still smooth and melodious. He is aided and abetted at the Orpheum by four buck and wing dancers who move well together.

A really pretty number on the bill is A-Ba-Ba's pictorial postcard album, in which a pretty girl poses inside a huge album in a number of living pictures such as "Red Riding Hood," "The Cyprian," "The Girl with the Golden Hair," "Dutch Flower Girl," "Homeless," etc. Mr. and Mrs. Gene Hughes presented an uproarious act called "Suppressing the Press."

The tumbling and other acrobatic acts of the Three Yocarys are fairly good, but would be better if the performers would wear acrobatic costumes and cut out some of the horse play.

This week's bill is rather below the Orpheum's.

FINE TURNS BILLED FOR T. M. A. BENEFIT

Hundreds of tickets have been sold for the T. M. A. benefit which will be held Thursday night at the Orpheum theatre and a packed house is assured. The event is a novel one and is called the first event of its kind ever given in Portland will always remember it.

Thursday morning at 10 the seats will go on reserve at Rowe & Martin's store and those holding tickets can exchange them for seats. Many novelties will be introduced into the entertainment and those who attend this first event of its kind ever given in Portland will always remember it.

Building Permits.

W. A. Black, erect two story dwelling, Minnesota street between Mason and Skidmore, \$1600; H. Bergstrom, erect two story frame dwelling, East Eleventh street between Prescott and Skidmore, \$1800; H. Bergstrom, erect one story frame office, Multnomah street between East Twenty-fourth and East Twenty-sixth, \$1800; J. E. Edgar, erect two story frame dwelling, Ellsworth street between East Thirty-seventh and East Thirty-ninth, \$3000; J. A. Thomas, erect one and one-half story frame dwelling, Clackamas street between East Fifteenth and East Seventeenth, \$1700; J. A. Thomas, erect one story frame dwelling, Clackamas street between East Thirteenth and East Fifteenth, \$1600.

The federal coast and geodetic survey has just finished the relocation of 61 stations on the Pacific coast which were moved by the earthquake that devastated San Francisco.

The action of the county court shall be final. The assessments may be paid at the conclusion of the work, or they may be paid in six equal payments, ranging from one to six years. It is provided that the state aid given to any county shall not exceed \$20,000 until all the counties in the state shall have used their quota of state funds. It is also provided that the total amount expended by the state in any one year shall not exceed an amount equal to one half of one mill assessed against all the taxable property in the state.

CITY TAX LEVY IS 6.6 MILLS

Ways and Means Committee Prunes Estimates Down to \$1,424,520.

The ways and means committee of the council finished its consideration of the expense estimates of the different city departments for next year, and after consuming the better part of the day finally trimmed the appropriations so that the total of \$1,424,520 may be met by a levy of 6.6 mills. This is 1-10 of a mill higher than last year. The police levy was fixed at 1.37 mills. Mayor Lane asked the committee to make it liberal enough so that a new police station could be built on the east side to relieve the shocking conditions that now prevail at the present city jail. Mayor Lane also asked that the levy for city lighting be made large enough to enable the city to build a plant and install a distribution system of its own. The committee had no authority to do this, however, without submitting the question to a vote of the people. The lighting levy was placed at .43 mills.

The levies for each department and the amount to be raised, as fixed by the committee yesterday are as follows:

Department	Levy	Amount realized
Fire	2.25	\$ 485,651.90
Police	1.37	295,895.88
*Interest	.80	172,669.12
Lighting	.58	125,185.12
Street repair	.57	123,085.76
Library	.13	28,058.73
Park	.40	86,334.40
*Special bridge	.50	107,915.20
Totals	6.60	\$1,424,520.20

*Not included in city levy for departments.

CONDEMN COURT FOR GOMPERS DECISION

The Structural Trade Alliance, which held its regular meeting last night is the first of the local labor organizations formally to condemn the action of the federal court which sentenced Samuel Gompers, John Mitchell and Frank Morrison of the American Federation of Labor to jail. There was a large attendance and after discussing the action of the court for a time the alliance passed the following resolution:

"Be it resolved by the local Structural Building Trades Alliance of Portland that we condemn the sentencing of Samuel Gompers, John Mitchell and Frank Morrison to serve time in prison without a jury trial, as a direct violation of the constitution of the United States; and be it further

"Resolved, That we extend to our of-

officials our hearty support to carry this case to the highest tribunal in the land, and be it further

"Resolved, That we have a copy of these resolutions spread on our minutes, a copy sent to the Labor Press, and a copy furnished the press for publication.

C. W. RYAN, Pres.
W. NOFFKE, Sec."

SACRIFICE SALE Benjamin's Clothes

Our entire stock of this season's newest SUITS, OVERCOATS and RAINCOATS at a sacrifice. No last season's styles—no odds and ends; blues and blacks included. Reduction of prices as follows:

Suits---Overcoats---Raincoats

\$20 Values now \$15.00
\$25 Values now \$18.75
\$30 Values now \$22.50
\$35 Values now \$27.50
\$40 Values now \$30.00

All Smoking Jackets one third off regular prices; Fancy Vests one fourth off regular prices; our entire line of Trousers one fourth off. In this sale Benjamin's Full-Dress and Tuxedo Suits are excepted.



FINE FURS AT HALF PRICE

The entire stock of the Reliable Fur Co. has been consigned to me with instructions to turn the goods into cash at once. About twenty thousand dollars worth of finest Furs in this collection, consisting of Black Lynx, Alaska Mink, Siberian Squirrel, Isabella Sable and White Alaska Foxes, Japanese Mink, Royal Ermine, Black Marten, Near Seal, Brook Mink, in fact the desirable Furs used in the manufacturing of Fur Jackets, Scarfs, Boas, Muffs and Sets. Your choice of this great selection at



ONE-HALF PRICE

This is the opportunity of a lifetime. Come early and get the choicest selection.

TAILOR SUITS—Great Showing at Half Price

Fine Furs

Cumber's

BETTER VALUES

FORMERLY THE NONPARIEL

334 Washington, Opposite Imperial Hotel

Cloaks and Suits



Father and I and the Baby—

how we made fools of ourselves and how much good it did us during the first few days of the baby's life—that's a story that has never been told before, and will never be told again so intimately and so truly as Mary Heaton Vorse tells it in "The Story of a Very Little Person." Mr. Vorse tells his side too, adding to the fun as well as to the truth of this ever-interesting domestic situation. You'll have a good laugh with this happy family when you read

The Great New Year's Number

OF WOMAN'S HOME COMPANION. Stories by Anna Katharine Green, Anne Warner, Florence Morse Kingsley, a famous love scene in color by Howard Chandler Christy, "My Reminiscences" by Edward Everett Hale—all and more in the January

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