

# DR. HYDE OUT ON BAIL OF \$100,000

## Under Indictment, 11 Counts, Charging Murder of Colonel Swope and Others.

(United Press Leased Wire.) Kansas City, Mo., March 8.—Dr. E. C. Hyde, indicted on eleven counts by the local grand jury in connection with the poisoning of Colonel Thomas H. Swope and members of his family was released today under \$100,000 bail. Hyde was ordered taken into custody following the return of the indictments, but remained in jail only a little more than 18 hours. Hyde was accorded exactly the same treatment as other prisoners and apparently was not disturbed by his surroundings. He passed a restful night. This was in contrast with the unrest of Mrs. Hyde, who is reported to have paced her room all night long.

### Thaw's Creditors to Get \$30,000.

Pittsburg, Pa., March 8.—A meeting of the creditors of Harry K. Thaw, now confined in the asylum for the criminal insane at Matheran, N. Y., was held here today to discuss plans for a settlement of their claims. The report of Roger O'Mara, trustee in bankruptcy for Thaw, indicates that about \$30,000 will be left for distribution among the numerous creditors after all items of expense are deducted.

### Everett-Seattle Cars Running.

(United Press Leased Wire.) Everett, Wash., March 8.—The Everett-Seattle Interurban is a reality. The first car to make the entire round trip went to Seattle and returned yesterday, carrying company officials. Regular passenger service will start April 1.

# THIS HAPPY GROUP FOR GENERATIONS ARE REPRESENTED



From left to right—Mrs. E. M. Pound, Mrs. E. D. Winslow, Erano Pound Gilbert and Mrs. O. H. Gilbert.

The great grandmother lives in Aumsville, Or., where her daughter, Mrs. Pound, and her husband conduct a hotel. Mrs. Gilbert's home is in Portland, where her husband is connected with the Pacific States Telephone company. The happy family comes from the good old New England stock, which is remarkable for its longevity. While the younger generations have been in Oregon for some years, Mrs. Winslow is still active in spite of her 72 years. Mrs. Pound is 62 years old, Mrs. Gilbert is 34 years old and the latter's child is 6 years of age.

# PETITIONERS AT MERCY OF O. R. & N.

## J. B. Zeigler Holds Streets Wanted by Railroad Should Not Be Vacated.

March 7.—To the Editor of The Journal.—As a petition is being circulated to give voters the right to vacation of some \$1,000,000 worth of property by the city to the Harriman roads (at per foot value estimated at \$500,000 and by strategic importance to both city and railroad, twice as much), perhaps a few further remarks thereon are pertinent. I do not know what the relation of these petitioners are to the question and to the railroad, except that they are at the mercy of the O. R. & N. as to switching charges on cars and that Mr. Francis Clarno, my estimable neighbor on Holladay avenue, is trying to make terms with the railroad company which will temper the blow he received in the removal of the steel bridge from Holladay avenue. What they offer him is worth little; and it would be better for these gentlemen, rather than to fawn upon the mailed hand, to write in a determined effort to hold these streets as a pledge for reasonable treatment as to all those things they request—granting franchises only.

### Bridge Approach.

A bridge approach for city use can be built upon a city street, giving the road a contract fully protecting them as to all expenditures. A switchyard or a freight house can be built upon a franchise as well as a main track can. Then why a vacation rather than a franchise? I have asked the council committee that question and received no answer. Mr. Lombard says he "don't know." I was informed during the campaign for the election of Mayor Simon, by a prominent local politician, that these street vacations were one of several measures projected, which made it necessary for the "business interests" to have a "business mayor" such as Mr. Simon, to avoid embarrassing, possibly, the election of Mayor Simon.

### Close Affiliation.

The close affiliation between them and the city council, the mutual grooming and back-scratching going on between them, has encouraged this hallucination. With the council, the weakness for giving away to the corporations, the city's rights, property and funds, has developed into a positive and uncontrollable mania. It is policy is a constant attack on the small owner and user that it may find things to give, give, give, abundantly to the railroad, for everything they need and many things that they should not have.

### Use of Certain Streets.

She should allow them only the use of such streets as they need in consideration of proper terminal facilities, but give away nothing and hold every inch she has as a pledge of fair treatment. A little rational work like this will obviate much of the bridge difficulty. Local development is better remedy than bridges—more natural, wholesome and normal. The proper use of a street is public service performed by a private company. Its vacations are needed. Compare the benefits everywhere offered by the railroad with those exacted by the federal government of the "West Shore" line up Hudson river before a permit was granted that line to cross the West Point reservation. The hill on which the old astronomical observatory stood was taken by the government, required the railroad to build a new observatory on old Point Putnam, a much better site, pay expenses of moving, and fill the old bay north of the point, half a mile square in extent, to some six feet above high tide, thus making the best drill ground and rifle range on the coast.

### Should Not Be Beggars.

East Portland should not be a beggar in the commercial world. She has but to husband the assets she has in her location, and suitors will come to her hand offering all the service she requires. It is only the spiritless who, with power such as hers, are robbed and beaten and squandered. Can anyone explain why this new bridge, which the railroad people say will be a magnificent one, was originally planned with five foot walks—a little narrower than those of the old steel bridge? This I understand, and changed to seven feet, but why should not these walks on which many walks converge, be as wide as the regular width, namely, twelve feet? Portland people are said by local statisticians, to be the most liberal street car riders in the world. Is this part of a plan to compel them to use the cars still further? Much of the mushroom suburbs and incident water main controversy is due to the same policy for the promotion of car riding. J. B. ZIEGLER.

# BENNETT KEEPS OPINIONS SECRET

## Architect Will Not Disclose Any Plans for Making Portland Beautiful.

E. H. Bennett, municipal architect, in giving the Civic Executive league members a surprise. He has succeeded in securing the opinions and pet views of every committee member to whom he has been introduced, but he has not been induced to separate himself from a single opinion or criticism. That he has not expressed opinions, however, is not the fault of the men who have talked to the architect, who may remain in Portland for a year, formulating city beautiful plans.

### Withholds Opinion.

These are some of the things Mr. Bennett has deferred giving an opinion upon: The propriety of the city vacating east side streets in favor of the O. R. & N. The amount of hindrance done "city beautiful" plans by the presence of the Southern Pacific's railroad on Fourth street.

### Must Have Parks.

"I would like to say, generally, that a city without parks is unfortunate. A city with parks without having them properly connected with drives and boulevards is proceeding along a wasteful and ineffective plan. Building greater Portland as a "city beautiful" involves practical application of tested methods. It is well worth while.

whether from the artistic or financial viewpoint. But it should always be remembered that the "city beautiful" work is intended to be continually constructive, never radical, never embarrassing, never destructive." In order to give the architect more time to become acquainted with the members of the executive committee of the Civic league, the meeting of the committee has been deferred until Thursday afternoon. It will be held at 4:30 p. m. in the green room of the Commercial club. "Mr. Bennett strikes me as being a thoroughly artistic, yet thoroughly business-like man," said Secretary C. B. Merrick of the league this morning. "His wide traveling and intimate knowledge of what is what in archi-

ture, to my mind, bespeaks for Portland a profitable investment, if his services are secured for a year." Eugene Will Hold Fair. (Special Dispatch to The Journal.) Eugene, Or., March 8.—Although Eugene was turned down by the directors of the Second Southern District Fair association, the local fair board is planning a rousing county fair, to be held on the new grounds in Eugene next fall. A good race meet and agricultural, horticultural and stock exhibits are promised. Files Cured in 6 to 14 Days. Pain Ointment is guaranteed to cure any case of Itching, Ripped, Bleeding or Protruding Piles in 6 to 14 days, or money refunded, 50c.

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# ERNEST SCHRAM LAST SEEN IN PORTLAND

(Special Dispatch to The Journal.) Vancouver, Wash., March 8.—Mrs. Ernest Schram has asked the police to locate her husband whom she came here to meet and who had negotiated for the purchase of a meat market at Twenty-sixth street. She says her husband left their home at Walla Walla on February 25 and came directly to Vancouver. He had \$150 with him and on Wednesday of last week, at his request, she telegraphed him \$100 more, all she had save enough to bring her and her daughter to Vancouver. She arrived Friday morning and since that time has been engaged in search for him. She learned that he was at the office of the Union Meat company at Portland Thursday evening and arranged for meals to be brought to Vancouver and that night stayed at a hotel in that city. This is the last trace she can find of him. She says their home was always of the happiest and she can determine no reason why he should abandon her, and is inclined to believe that he has met with foul play.

# PERMITS REPRESENT MANY IMPROVEMENTS

The following building permits have been issued: J. Kratch—Erect one story frame dwelling Klichit street, between Union avenue and East Seventh; builder, E. Miller; \$1800. F. Sporele—Erect one story frame dwelling Wood street, between First and Second; builder, E. Miller; \$1200. J. M. Ryan—Repair one story frame office 263 Russell street, between Vancouver and Williams; builder, C. W. Dore; \$250. Francis Capell—Erect two story frame dwellings Flavel street, between East Eleventh and East Thirteenth; builder, same; each, \$2500—\$5000. Wells Fargo company—Repair one story brick building Fifth street, corner Irving; builders, Bingham & McCallan; \$2000. T. G. Yates—Erect one story frame barn Woodbridge, near Kindorf road; builder, same; \$1500. James Johnson—Erect one story brick shed East Third street, between Pina and Oak; builder, same; \$1200. H. W. Terman—Erect two story frame dwelling Vernon avenue, between Emerson and Surman; builder, same; \$1600. H. H. Parker—Repair one and one half story frame dwelling East Fifty-first street, between Lincoln and Harrison; builder, O. Tollison; \$75. T. B. & G. W. Two story brick garage Union avenue, between Holladay and Pacific; builder, Multnomah Mill & Construction Co.; \$25,000. P. F. Hall—Erect one story frame shed Russell street, between Williams and Vancouver; built by same; \$500. H. L. Hamblet—Erect one story frame dwelling Winchell street, between Montana and Maryland; builder, J. J. Lee; \$1450. A. C. Wagner—Erect one story frame dwelling Schiller street, between East Forty-first and East Forty-second; builder, D. F. Winters; \$1400. Mrs. C. J. Willis—Erect two story frame dwelling East Tenth street, between Franklin and Frederick; builder, E. H. Morse; \$1800. S. Sunst—Erect one story frame barn East Seventeenth street, between Brooklyn and Tubbs; builder, M. Wynans; \$250. C. A. Hoy—Erect two story frame dwelling East Thirty-third street, between Morrison and Alder; builder, same; \$2000. D. C. Cox—Repair two story frame store Second street, between Morrison and Jefferson; builder, W. H. Devan; \$150. Lockhart—Repair two one story frame dwellings East Ninth street, between Clatsop and Halsey; builder, same; \$400—\$800. E. Laurson—Erect eight one story frame dwellings East Eighty-sixth street, corner Gilsan; builder, same; each, \$2000—\$1000. J. H. Eakin—Repair two story frame dwelling East Twentieth street, between Belmont and Morrison; builder, same; \$60. John Frey—Erect one story frame dwelling Garfield avenue, near Skidmore; builder, same; \$1500. William Vorpal—Repair one story frame dwelling 1427 East Hoyt street, between Fifty-second and Fifty-third; builder, same; \$50. R. D. Fulton—Erect one story frame dwelling East Sixty-eighth street, between Gilsan and Flanders; builder, same; \$100. W. B. Clark—Erect one story frame dwelling East Forty-eighth street, between Clinton and Division; builder, same; \$1500. Mrs. M. E. Lee—Erect two story frame dwelling Macadam street, between Boundary and Sweeney; builder, same; \$800. A. V. Carner—Erect one story frame garage 773 Multnomah street, between Twenty-second and Twenty-third; builder, W. S. Swick; \$100. F. Sandstrom—Erect one story frame garage Williams avenue, between Patton and Highland; builder, same; \$150. Portland Realty & Construction Co.—Erect one and one half story frame dwelling Capitol avenue, between Mason and Shaver; builder, same; \$2500. Portland Realty & Construction Co.—Erect one and one half story frame dwelling Longview, between Failing and Shaver; builder, same; \$2500. Portland Realty & Construction Co.—Erect one and one half story frame dwelling Longview, between Failing and Shaver; builder, same; \$2500. Harmony Lodge No. 106—Erect two story frame store and rooms Williams avenue, between Skidmore and Mason; builders, Angel & Keep; \$5000. Petrol driven street cars, seating 48 passengers and capable of a speed of 10 miles an hour, are supplanting horse cars in Karachi, India, without necessitating the expense of changing the system into an electric line.

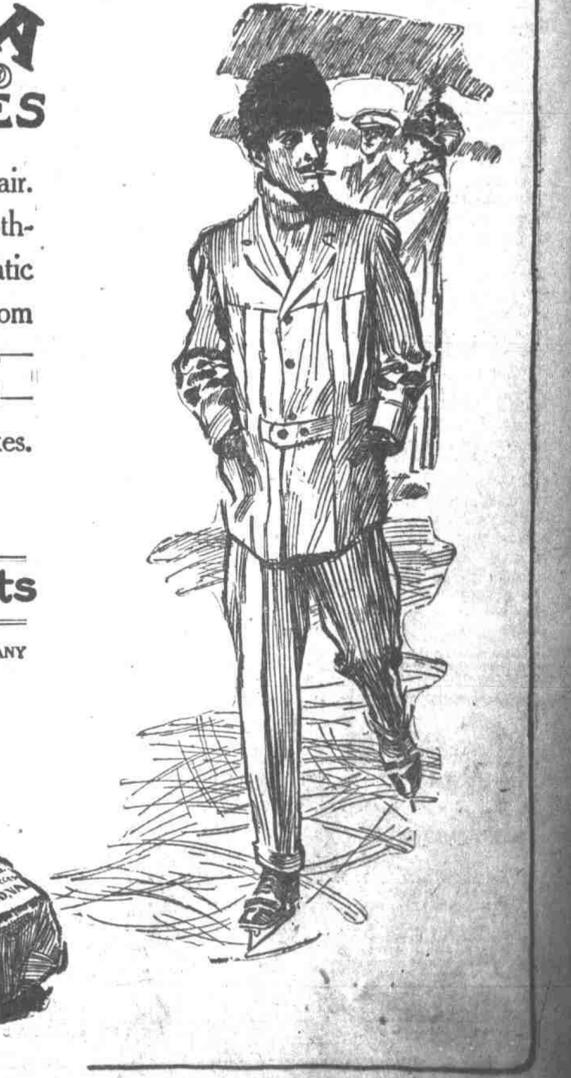
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