

## EAST AND WEST TO BE BOUND BY FINE NEW COUNTY ROAD

Commissioners Give Orders to  
Build Highway Between  
Bridal Veil and Cascade  
Locks.

The highway to connect eastern and western Oregon, enabling stockmen to drive cattle into Portland, is being constructed. This announcement made by County Commissioner Goddard was by far the most important outcome of the Oregon Good Roads association meeting held last night in the Commercial club. County Judge Cleaton supplemented the announcement by declaring that the work would be pushed forward as rapidly by himself and Commissioner Goddard as the county road building fund would permit.

While theories of road building were being discussed and the advantages of a state wide road building spirit emphasized, E. Henry Wenne sprang to his feet and vehemently asserted that while theories were occupying the minds and time of good roads advocates the lack of 18 miles of road from Bridal Veil to Cascade Locks made it necessary for drovers to ship their stock from The Dalles after having driven them many miles overland from eastern Oregon ranges.

"What are you going to do about it?" questioned Wenne turning squarely on Commissioner Goddard.

"We gave orders to get about clearing the right of way east of Bridal Veil last Monday," answered Commissioner Goddard and the statement was given sustained applause.

Wenne was earnestly in favor of passing a law that will not only give counties the right to issue road building bonds but will compel the improvement of highways.

"Look at Washington county right under our nose; yet no roads that we can travel and the supervisors doing just enough work to get their money without any idea of bringing permanent improvement," he said.

"I think that would be the right system," said Dr. Andrew C. Smith, president of the Good Roads association, who presided over last night's meeting.

"The future and success of Portland depend upon the upbuilding of the state generally," said E. L. Thompson.

"Therefore I am in favor of the most improved possible systems, the best possible roads and the most practical plans of procedure."

"Building good roads means building the state and the building of the people," declared Judge Lionel R. Webster, chairman of the executive committee of the Good Roads association and leader of the state wide campaign for better built highways.

Judge Webster asked that the people intelligently grasp the importance of good roads to the general prosperity, and asserted his belief in adopting the constitutional amendment which enables counties to pledge their credit in return for modern highways if they so desire.

That, he said, was the keystone of all good roads plans. Judge Webster then proceeded to outline a plan for giving state wide publicity to the movement which met with general approval.

County Judge Cleaton during a brief address declared:

"Our road building laws are wretched, but before we can have road building sentiment, the disposition of myself and Commissioner Goddard is to create in Multnomah county road building sentiment and assist in spreading good roads sentiment all over the state."

John Beal and E. L. Thompson, both good roads enthusiasts spoke warmly in favor of taking the people into the confidence of the leaders in the campaign and giving weekly or monthly reports of all that was being done to further the cause.

Walter Priest, secretary to Judge Webster made a report showing the expenditures of the association. The monthly income from subscriptions made by Portland business men is about \$700, the outgo about \$500.

Journal Want Ads bring results.

## SHIP REPAIRERS HAVE COMBINE

Captain Owen Lange Hears Report on Visit to West and Investigates.

"It is reported that there is a combine of the drydocks and shipbuilding plants on the Pacific coast, and if so it should be killed," said Captain Owen Lange, general agent for the Norwegian marine insurance companies in this country, yesterday. Captain Lange is here on a trip in the interests of his people.

The purpose of Captain Lange's visit to this coast is to learn conditions here at first hand, and during his stay in each port he looks over the drydocks and shipyards and interviews the salvage people and shipping men in general, with a view to learning the most advantageous places to bring the vessels represented by him when they need docking or repairs.

The dock rates in Portland are practically the same as those in force on Puget sound, according to Captain Lange, and the repair work about the same. Captain Lange would not say definitely that there is a combine, but merely stated that he had heard that such is the case.

Rates on this coast, he says, are from 25 to 50 per cent higher on repairs than on the Atlantic seaboard, and in the case of docking the rates are still higher. This, he says, may be due to strikes, higher cost of living and to the fact that nearly all of the material used in shipbuilding comes from the east.

Captain Lange is very pleased over the increase in the number of Norwegian vessels that are coming to the Pacific coast. Five years ago, he says, but one or two of that country's steamers were engaged in trade here, while now more than 30 are in these waters and it is for this reason that he came out here, as it was desired to find where repairs to the Norwegian steamers could be done most advantageously.

When he returns to New York, which is his headquarters, he will leave a representative in one of the ports here to attend to the different matters which may come up in connection with his business. He will leave for San Francisco about the last of the week, and before returning to New York, which he expects to reach about October 1, he will visit Los Angeles, San Pedro and San Diego. On his return to New York he will make a detailed report of his observations to the heads of the 14 companies which he represents.

## PRIZES AWARDED TO ROSE CITY GARDENERS

The final judging in the contests which have been conducted during the summer by the Rose City Park Improvement club was completed yesterday afternoon when a committee consisting of Dr. J. R. Wetherbee, E. T. Mische and E. F. Lawrence, awarded the first and second places for floricultural, horticultural and agricultural improvements and displays in this suburb. The awards follow:

Best variety of flowers, vegetables and plants—First prize, George M. Bracher, 610 East Forty-sixth street north; second prize, Mrs. C. B. Merrick, 581 East Fifty-seventh street north.

Best arranged and appearing vegetable garden—First prize, A. Piggan, Fifty-first and Tillamook streets; second prize, George M. Bracher, 501 East Forty-sixth street north; honorable mention, Mrs. F. Schmeier, Fifty-seventh and Siskiyou streets.

Best Family Orchard—First prize, Mrs. F. Schmeier, Fifty-seventh and Siskiyou streets; second prize, George M. Bracher, 501 East Forty-sixth street north; honorable mention for artistic arrangement, F. W. Henderson, 590 East Fifty-sixth street north; Mrs. C. B. Merrick, 581 East Fifty-seventh street north.

Best arranged and kept grounds as a whole—First prize, Mrs. H. A. Cornell, 684 East Sixty-second street north; second prize, George M. Bracher, 501 East Forty-sixth street north. Honorable

mention—Mrs. F. M. Harvey, 631 Forty-seventh street north; Mrs. G. B. Merrick, 531 East Fifty-seventh street north; H. B. Cornell, Mrs. J. H. Blaesling.

Best parking between walk and curb—First prize, A. Figgins, Fifty-first and Tillamook streets; second prize, George M. Bracher, 501 East Forty-sixth street north.

## BAND CONCERT IN LADD PARK AT SUNNYSIDE

At Sunnyside tonight, in Ladd's park, Brown's band will give one of its popular concerts. Sunnyside and Mount Taber cars run within a short distance of the park. The concert begins at 8 o'clock. The program follows:

March—"Falcon".....Chambers  
Waltz—"Italian Nights".....Tobant  
Overture—"Morning Noon and Night"  
.....Von Suppe  
Spanish Fantasia—"La Paloma".....Yradier  
Description of a Hunting Scene.....Bucalossi  
"Amina".....Lincke  
Scenes from "Bohemian Girl".....Bailly  
Lullaby—"Mill in the Forest".....Elienberg  
Medley of popular songs.....Lampa  
Trombone Catechism—"Kangaroo Court".....St. John

## BUILDING PERMITS

B. M. Lombard—Repair six story brick at northwest corner of Fifth and Stark streets; builder, W. A. Walker; \$500.

E. R. Winterstein—Erect one story frame dwelling East Main between Forty-sixth and Forty-seventh streets; builder, D. W. Crandall; \$1500.

George Vaughan—Repair one story frame dwelling 1330 Macadam between Iowa and Carolina streets; builder, George Vaughan; \$250.

H. L. Proggatt—Repair two story frame dwelling 636 Irving, between Twenty-first and Twenty-second streets; builder, C. M. Allen; \$100.

J. A. Clink—Erect one story shed (frame), Avery street between Hood and Harvey; builder, J. A. Clink; \$100.

F. E. Howell—Repair one story frame store, Pippin street corner Vincent; builder, F. E. Howell; \$500.

Mrs. E. Williams—Repair one story frame dwelling, 231 East Seventy-second north; builder, Mrs. E. Williams; \$500.

B. I. & W. E. Dunford—Erect one story frame dwelling, Fifty-second avenue between Seventy-first and Seventy-second streets; builders, B. I. and W. E. Dunford; \$1800.

W. S. Powell—Repair two story frame dwelling, 265 Eleventh between Jefferson and Madison; builders, Becker & Stackhouse; \$1200.

Sol Bloom—Erect two story frame dwelling, Marshall between Twenty-fifth and Twenty-sixth streets; builder, J. Almeter; \$6000.

U. S. Laundry company—Repair three story brick, southeast corner Grand avenue and Yamhill; builders, U. S. Laundry Co.; \$25,000.

D. Green—Erect one story frame dwelling, East Thirty-third between Wygant and Going; builder, J. Menh; \$80.

S. Gregg—Repair one story frame dwelling, Patton road between Thirtieth and Fourteenth streets; builder, George Jefferies; \$150.

C. C. McDarren—Erect one story frame dwelling, Woodstock and Virginia; builder, C. C. McDarren; \$1500.

Odd Fellows Lodge—Erect one story frame shed, northwest corner Vancouver and Russell; builders, Albina Planning mill; \$200.

N. J. Betts—Erect one story temporary frame dwelling, Yukon between Hig-

gins and County road; builder, N. J. Betts; \$100.

Mrs. A. Hamilton—Erect one and half story frame dwelling, Savier between Twenty-seventh and Twenty-eighth streets; builder, E. F. Boice; \$2000.

Mrs. G. A. McMillan—Erect one story frame dwelling, southwest corner Twenty-sixth and Overton; builder, T. B. Scheilhammer; \$3000.

## A. L. CHAPMAN BRINGS PATENTS TO PORTLAND

A. L. Chapman, one of Portland's old-timers, is an inventor. Mr. Chapman has been living in Spokane for some time and while there perfected several devices which appear to be practical and

which have attracted the interest of manufacturers.

Chapman has come to Portland in the last few days and established headquarters at 371 Front street, where he has his several inventions on exhibition and invites inspection of them by any one interested.

"If my devices amount to anything, as I think they do, I prefer to stay in Portland the advantage of them in preference to any other city, because it is my original home place," said Mr. Chapman.

One of Chapman's latest inventions is a device for joining railroad rails without the use of bolts.

He has also perfected a perpetual motion machine which requires no winding

and which on a test a week or two ago ran 11 days without application of power. Two other devices which the inventor has patented are a cash register which separates the different columns put in one slot, and an ironing board.

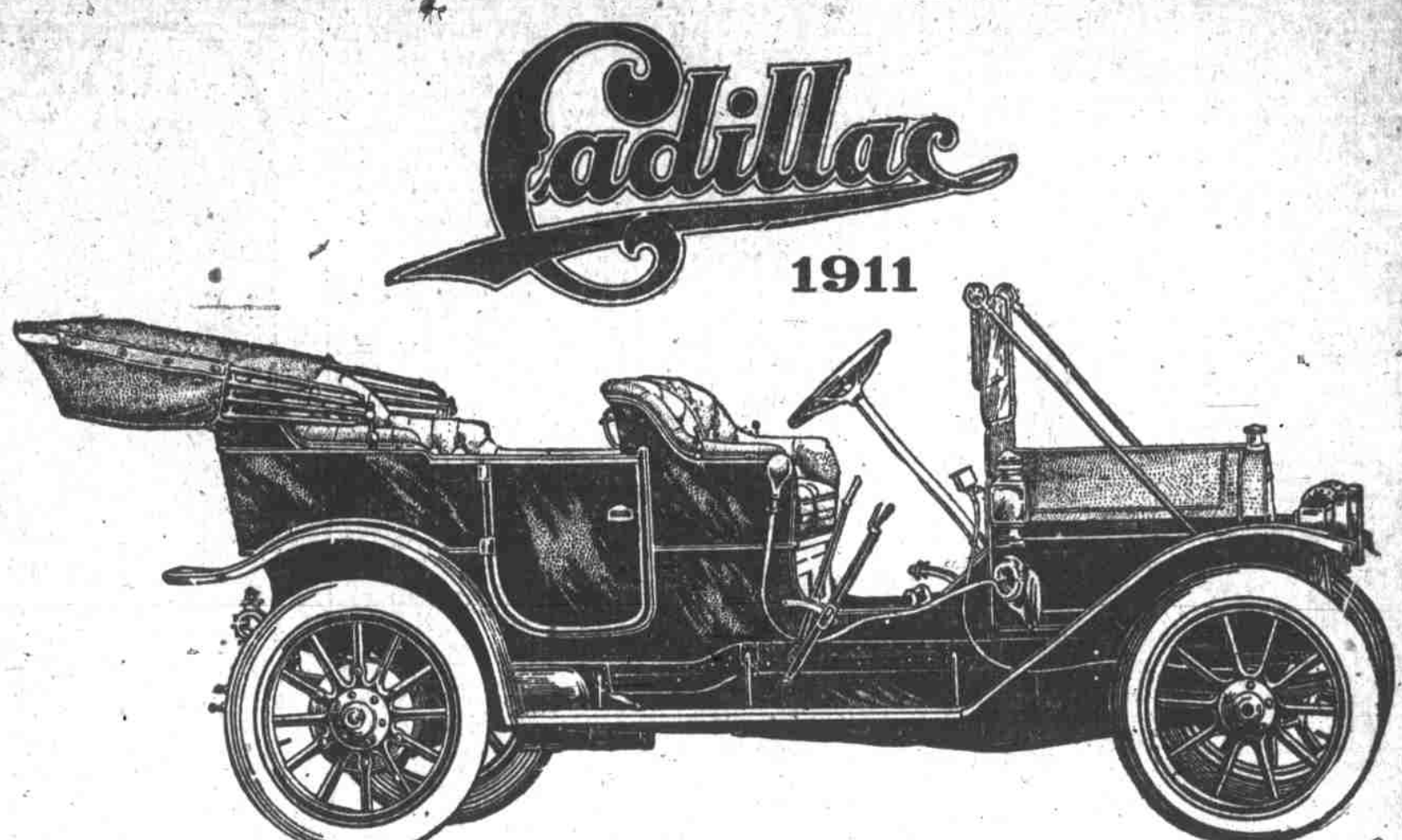
## AUTOMOBILES ESCORT GREEK YOUTH TO GROVE

A funeral procession in which all the vehicles were automobiles was held last Sunday at 2 o'clock p. m. for Michael Nonoff, a Greek who was very popular among the better class of Greek residents in Portland.

Nonoff died last Thursday at the Open Air sanitarium. He was 20 years old. His only near relative surviving in San Nonoff, a brother. The expense of keeping the boy at the sanitarium was paid by the Visiting Nurse association.

The funeral Sunday was held from Finley's undertaking parlors and from the Greek church at Seventh and Clinton streets. Interment was in the Rose City cemetery. In the funeral procession were nine automobiles besides the auto hearse and another machine bearing a floral piece.

**Bem-Pi-Brand**  
Japanese anti-dust sweeping compound. Phones M. 1334, A-7043. Pioneer Paint Co. F. E. Beach & Co. 125 First street.



**Cadillac**  
1911

The first allotment of 1911 Cadillacs arrived yesterday by express. You are invited to make personal inspection of the New Models. Touring Cars and Demi Tonneaus are on display at our salesrooms.

**YOU HAVE LOOKED AT THE REST  
NOW LOOK AT THE BEST**

# COVEY MOTOR CAR CO.

GEO. O. BARNES, Sales Manager SEVENTH AND COUCH STREETS  
Telephones: Main 6470 A 4587

# BRIGHTON BEACH

THE COMING SEAPORT OF THE OREGON COAST

DESTINED TO BE OREGON'S BEST SEASIDE RESORT

**WHERE THE OCEAN SHIPS AND THE RAILROADS MEET EACH OTHER**

The railroad to BRIGHTON BEACH is nearly completed. The Nehalem Bay \$50,000 jetty is started. Railroad transportation is assured this fall. Marine commerce will immediately follow the completion of the jetty, a few months hence. These two features, more than any other, practically guarantee a huge city at the mouth of the Nehalem River, where all conditions are ideal for growth.

Nor is the natural beauty of BRIGHTON BEACH to be discounted. Sloping gently back from the majestic Pacific, every lot in the property has a clear and unobstructed view of the bay and ocean. No prettier body of water lies out of doors than Nehalem Bay. The ocean lies before the town like a gigantic back yard of salt water.

Aside from transportation facilities, nothing more is needed to make BRIGHTON BEACH a big city than the vast resources which lie on all sides. Everybody knows of the famous timber of Tillamook county, which surrounds the townsite. Coal in large quantities is found in Neah-kah-nie Mountain. Oil is being found just across the bay from BRIGHTON BEACH. Dairy products raised in the valley of the Nehalem and Salmonberry Rivers, emptying into Nehalem Bay at BRIGHTON BEACH, have a world-wide reputation.

To many people the commercial importance of BRIGHTON BEACH takes second place to the thousands of features that commend it as a summer resting place. Not a requisite of complete summer living is missing. The long beach to Garibaldi, the ideal surf, the absence of rocks, holes and driftwood, the protection from the winds, the abundance of clams, crabs, rock oysters and deep sea fish, the salmon, hunting, boating and mountain climbing, all appeal to the summer visitor.

Yet in spite of all these features, in spite of the fact that streets are now being graded, sidewalks about to be laid, pure mountain water soon to be piped to every lot and a huge commercial dock soon to be built, BRIGHTON BEACH property is actually selling for less per lot than hundreds of other resorts, so called, which have no improvements of commercial advantages.

**Prices in BRIGHTON BEACH  
Range From \$40.00 to \$250.00**

While the terms of payment are fifteen monthly installments. For investment, for a summer home, for a permanent residence, for a business location or for any other purpose for which land is usually purchased, BRIGHTON BEACH excels them all. Send us the accompanying coupon for full details:

COUPON.

BRIGHTON BEACH CO.,  
Spalding Building, Portland.

Please mail me a complete set of literature fully describing BRIGHTON BEACH and all its advantages.

Name .....

Address .....

Journal .....

The Only Townsite on the Oregon Coast Where the Price of the Lot Includes All Improvements

## BRIGHTON BEACH COMPANY

Main 150

New Office 904 and 907 Spalding Building  
Cor. Third and Washington Streets

Main 150

THIS

## End-of-the-Season Opportunity

Offers Extraordinary Values.  
EVERY STEIN-BLOCH  
SUMMER SUIT IN PORTLAND

# NOW 1 1/2 PRICE

Here are about two hundred Summer Suits (many weights heavy enough for winter wear), the cream of our stock. Are now reduced to

## 1/2 FORMER PRICE

WHERE TO GET THE BEST

# Robinson & Co.

WASHINGTON STREET, NEAR FIFTH