

CONVICTS TO HELP CONSTRUCT ROADS IN ALL COUNTIES

Bills Providing Ways and Means of Carrying Out Proposition Now Ready for Discussion at Convention.

The convict labor bills which Judge Daniel R. Webster says, "if made into law will empty the prisons of Oregon and put the prisoners to work building a road system for the state," are now ready for discussion at the road convention to be held in Portland, December 12.

The first of the two bills provides for the utilization of prisoners in county and city prisons upon road work. The second containing this opening statement: "It is the purpose of this act that all convicts confined in the penitentiary of the state (except only such as may be required to do the necessary work in and around the penitentiary and the farms and grounds connected therewith) shall hereafter be employed in work upon the public roads in this state, which work will include the preparation of road-making material, and to that end and for that purpose all convicts now or hereafter confined in the penitentiary of this state, save only such as above excepted, shall be under the control, management and direction of the state highway board for the purpose of this act."

County Must Provide Food.
"Any county in this state shall have and is hereby granted the right to secure such number of said convicts for labor upon its public roads or in the preparation of road-making material, as in the judgment of the state highway board, it may be able properly to guard, care for and employ. Any county desiring to secure such convicts shall, by its county court or board of county commissioners, make written request therefor to the state highway board."

It is further provided that a county shall keep convicts at work upon its roads only so long as is desired. The cost of their food and so forth is to be borne by the county. They will be worked under the direct management and control of the state highway board and the state highway commissioner.

If a sufficient number of convicts are available, the board shall establish at least three central camps or stations for the crushing of rock suitable for the construction of macadamized roads, one in southern Oregon, one in the Willamette valley, and one in eastern Oregon, in another provision.

Other camps may be established as is found necessary.

Board May Hire Help.

The road making material prepared at these camps shall be delivered to the county at actual cost.

"In carrying out the provisions of this act the state highway board is hereby authorized and empowered to employ and discharge such civil engineers, superintendents, foremen, guards and other assistants as may be necessary, to purchase such machinery, tools, implements, supplies and materials as may be necessary, and to make such other expenditures as may be required in carrying on such work. The board shall have the power to fix the salary or compensation to be paid those who are employed, but no greater salary or compensation shall be paid than is generally paid by others for like services," continues the bill.

The board is given power to take from the penitentiary convicts that are desired for road work. Personal information concerning convicts shall be furnished the board. Rules and regulations will be enforced by the board, credits and punishments shall be given. All roads built by convict labor must be of the best and most scientific construction. The sum of \$50,000 is appropriated for carrying out the purposes of the act.

Must Work Eight Hours.

The bill for the employment of county or city prisoners on roads is similar in its provisions to the bill for the use of state prisoners, except that the county court has full control over the prisoners, they being received from the sheriff. Such prisoners may be put then under the direction of "any road supervisor or other person or persons regularly appointed to take charge of such convicts."

Any county court may transfer to the county court of any other county any of the convicts committed to its control, by the provisions of the act, and such prisoners shall then be under the control of that county to which they are transferred. A credit of \$1 a day will be allowed and all prisoners must work at least eight hours.

These bills with others calculated to facilitate the building of roads in Oregon will be submitted to the legislature after being approved by the Oregon Good Roads association.

Work Delayed by Rains.

Colon, Dec. 7.—The government railroad through the Canal Zone was truncated today by an overflow of the waters of the Chagres river, caused by an unprecedented rainfall, which still continues. Work on the Panama canal has been halted temporarily by the heavy rains.

CHARTER FORBIDS STREET VACATIONS

East Side Club Declares One Provision Ties Hands of City Council.

The East Side Business Men's club has taken the position that the city charter forbids the vacation of those portions of east side streets which are desired by the O. R. & N. company. Chapter 8, article 3, section 362 of the charter provides that a street may be vacated only if "the council shall find that the public interest would not be prejudiced." This position is endorsed by the six members of the city council, who have from the beginning opposed the vacations. They hold that public interest would be prejudiced by such an act.

It is particularly distressing, say members of the club and the councilmen referred to, not to vacate the streets or to take any action calculated to lessen the city's waterfront ownership or access until it is definitely decided whether the recommendation for the location of the east side public dock between the Burnside and steel bridges will be accepted. If the streets are vacated in favor of the railroad and it is then decided to locate the dock at the place favored by the club it will be found necessary, say those who oppose the vacations, to buy back those streets at a high price and at a loss to the city for which they could not be recompensed by the erection of a freight house 250 feet long, in accordance with O. R. & N. company promises.

Greatest Gravel Obstacle.

A visit to property owned by the Harriman interests below the present steel bridge revealed why the east side business interests contend that a dock, public or private, could not be located there, and that it would be useless to the city even if given free by the railroad. A stratum of naturally cemented gravel crops out at that point. It is so hard that it is impossible, say builders, to drive piling into it, consequently a dock could not be built there save at excessive cost for foundation.

"We believe that the public docks should be placed close to the city's business center," said George Black, member of the public docks committee of the East Side Business Men's club. "It would certainly be the worst kind of public policy were we to give away the east side streets, than decide to locate the dock where we now recommend it."

and then have to buy back the streets we have given to the railroad at the exorbitant price the railroad fixes on all of its holdings.

"By locating the public docks just below the Burnside bridge, we get immediate access to the business center of the east side. The best line railroad, shown just to the rear of the dock, would be subject to the common user clause obtained from the railroad. On the south it would connect with the proposed terminals of the Chicago, Milwaukee & St. Paul railroad.

"It would mean that the east side gets the use not only of the public dock, but of other lines of railroad."

Suggestion by Collins.

"It seems to me that it would be a good idea," said M. O. Collins, "if space for the west side public dock were obtained just opposite ours. The only thing to be feared then would be congestion in the harbor."

East side business interests are of one opinion that public dock service should be given them and that it should be close to their business center for the sake of convenience in transportation. Some of the west side business interests are disposed to believe that if a belt line railroad is built the public dock could be well placed below all the bridges. This is in line, it is understood, with the proposed plan of harbor improvement, which E. H. Bennett, civic architect is preparing.

Copies of the map, showing the location for a public dock as desired by the East Side Business Men's club, have been sent by the docks committee to Mayor Simon and to each member of the docks commission. The following letter accompanied the map sent to the mayor and council:

"The undersigned duly appointed joint committee from the East Side Business Men's club and East Side Improvement association hereby respectfully advise you that we have taken preliminary steps to apply for the location and improvement of a public dock on the east side waterfront adjacent to the proposed vacation of streets (see map herewith attached marked exhibit 'A'), and will lay our application before the dock commission, as soon as that body organizes, and we hereby respectfully apply to you to aid our designs and post-

pone action on said vacations until the dock commission organizes and makes some recommendation to you on the matter."

GEORGE BLACK, Chairman.

"George Black, A. D. Hightson, G. A. Hightson, George E. Van Waters, Dan Kellaher, joint committee East Side Business Men's club and East Side Improvement association."

A BUSY LITTLE WOMAN

Mrs. Frances King Headlee, the clever little lecturer, who has been commissioned by the Hawaiian Promotion committee to tell the people of Portland and the Pacific northwest of the many attractive features of the "Paradise of the Pacific," is a very busy woman these days. The several lectures she has delivered in Portland since she has been here have been more than well attended. The interest developed in the Rochester "Aloha" excursion in February has created such a demand for her services that she is already well booked for the next two weeks. This afternoon at 2:30 o'clock she lectured in the Third Presbyterian church on the east side. Monday evening she talks upon the "Voices" in the Y. M. C. A. auditorium. Friday, the 16th, and Tuesday, the 20th, she appears in the Masonic Temple at 8 o'clock in the evening, lecturing upon "Hawaii." In addition to these lectures, arrangements are also making for talks before the Portland Heights club and the congregation of the White Temple. It surely is a treat to hear the clever little woman talk. She pictures all her lectures with lantern slides. If you would make a trip to the far away islands without expense to you hear one of her lectures. It is a good guess that after you have heard her lecture you will feel much inclined to join the "Aloha" excursion and see for yourself the places she has pictured to you.

Death of C. J. Wolters.
Lebanon, Dec. 7.—The remains of Christopher J. Wolters were brought from Portland yesterday and taken to the I. O. O. F. cemetery for interment. He was born in Hanover, Germany, August 15, 1856, and came to this country when he was 16 years of age. He came to Lebanon about the year

1887 and accepted a position as one of the head machine tenders in the Lebanon paper mill, which position he held for about 16 years, resigning to go into the mercantile business in Eugene about two years ago. A few weeks ago he bought into a store in Portland, where he was doing business at the time of his death.

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The Addition with Character. The reasons are plain: Laurelhurst is the biggest investment opportunity in Portland. Get these reasons from **WEEKS, MEAD & MURPHY**, Sales Agents, 822-6 Corbett Building.

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Our line of \$15 Suits is unequalled in the city. It was selected with great care and the margin of profit was trimmed down to the lowest price notch consistent with good merchandising.

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All of our Winter Hats have been reduced in price one half to close them out before inventory time.

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- \$15.00 VALUES NOW ONLY.....\$7.50
- \$12.00 VALUES NOW ONLY.....\$6.00
- \$10.00 VALUES NOW ONLY.....\$5.00
- \$9.00 VALUES NOW ONLY.....\$4.50
- \$8.00 VALUES NOW ONLY.....\$4.00
- \$6.00 VALUES NOW ONLY.....\$3.00
- \$5.00 VALUES NOW ONLY.....\$2.50
- \$4.00 VALUES NOW ONLY.....\$2.00

50-Piece Dinner Set Free With Peninsular Steel Range

With every Peninsular Steel Range sold this week we are authorized to give a \$7.50 Dinner Set free of all charge whatsoever.

Pay \$5.00 Down, \$1.00 a Week



Announcement

West Side Property Thrown Open to the Public

The Carson Estate, through their trustee Robert T. Platt, will sell their holdings in Portland's beautiful southern heights. This property, CARSON HEIGHTS, situated amidst Portland's charm of scenic boulevards, commands the most beautiful of views, overlooking the city, the rivers and the splendid, distant mountains. Two carlines furnish transportation at the present time and a third line is assured in the near future, which means service absolutely the best in the city

Immediate Prices \$400 to \$850
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