

ST. JOHN'S SERVICE MAY BE IMPROVED

Officials of Car Company Heed Complaints and Tabulate Figures.

The regular weekly meeting of the St. John's Realty board was held in the offices of President Wolcott yesterday afternoon the attendance showing an improvement over recent sessions. The president read the report of the committee that was appointed to arrange the preparation and distribution of the pamphlets describing the advantages of the city as a residence center and as a factory location. Some of these pamphlets will be in the hands of the printers in a few days and they will be widely circulated through the agency of the board members and other channels.

A proposal to extend the publicity work by circulating literature among foreign immigrants aroused some discussion and the matter was held over for further consideration. The members announced an increase in the number of real estate transfers during the last two weeks and there seems every prospect of a record season.

Employees of the Portland Railway, Light & Power company were in the streets yesterday tabulating the number of passengers that rode between certain points. A petition was recently circulated and received many signatures asking that something be done to lessen the discomfort caused by the dust on Dawson street. Between Portsmouth and the north where the car runs on Greeley street the roadbed has lately been reconstructed and cars passing over this long stretch raise a large amount of fine dust which quickly finds its way into the cars. The street is apparently beyond the range of operations of the Portland city water carts and remonstrances addressed to the company seem of no avail.

Residents of St. Johns have for a long time complained of the car service. The distance from the city hall at St. Johns to the heart of Portland is less than 6 miles as the crow flies, but the route taken by the car is more than 10 miles and takes nearly an hour provided no abnormal delays occur. St. Johns people hope that the official inspection of yesterday will lead to an improvement in the service and also that the Mt. Hood Railway company will make application for their street railway franchise within 12 months as they unofficially promised to do when their power and light franchise was first brought up in the council.

The engineers' estimate for the improvement of Buchanan street from the Portland Railway, Light & Power company right through to St. Johns avenue to Fessenden street, has been prepared and the assessment amounts to \$10,227.35. This improvement consists of a sixteen foot macadam strip in the middle of the roadway, the grading of the rest of the street and the laying of the sidewalks on both sides. The streetcar company have agreed to make a regular stop at Buchanan street in accordance with the petition of the property holders in the neighborhood which was provided through the council recently.

Some additional buildings are being planned and 25 separate structures of various kinds are in course of erection throughout the city. Among the more recent applicants for permits are noted B. Russell, who is going to build a residence on Stafford street, and C. M. Kiernan, who will erect a home on Portland boulevard between Chicago and New York streets.

William A. Baker, lecturer for the International Bible Students' association, gave his third and last address of the series in Bickner hall Sunday afternoon. The course has been well attended and it is hoped that arrangements can be made for a return visit from the lecturer in the near future.

F. Hamlin of Walla Walla and E. P. Creditor of Seattle, were visitors to the city yesterday.

ELECTRIC ROAD'S LOOP BOON TO PASSENGERS

With the completion of the loop of the tracks of the Oregon Electric and the Portland Railway, Light & Power company around the district bounded by Tenth street on the west, Salmon street on the south, Second street on the east and Stark street on the north, the United Railways cars will no longer run down Stark street to Third, but will make the circuit of the city over the loop, going south on Tenth, thence down Salmon, Second and up Stark.

The same circuit will be made by the Oregon Electric cars coming into the city over Front to Second, north on Second to Stark, up Stark to Tenth, south on Tenth and east on Salmon back to Front street.

This will give passengers opportunity to leave or board the cars at any of these street intersections and give the entire downtown business district an equal chance at the business coming from the territories tapped by these lines.

The tentative trackage agreement between the Portland Railway, Light & Power company and the Oregon Electric will be placed before the city council for approval in the near future.

SOUND CITIES ARE OBJECTS OF WRATH

(Special Dispatch to The Journal.) South Bend, Wash., March 25.—Great indignation prevails among the people of the twin cities of South Bend and Raymond, over the defeat of the Pacific Highways bill in the late legislative session. It is fully realized that this defeat was brought about through the efforts of Seattle and Tacoma, which cities feared that Portland would reap trade benefits through these highways if built. As a consequence drummers from Puget Sound are having hard sledding on this harbor and are being turned down every day. In all probability, Portland will reap greater benefits through the defeat of the bill than she would have done through the building of the roads.

SUMMER NIGHTS WILL BE TUNEFUL AT SILVERTON

(Special Dispatch to The Journal.) Silverton, Or., March 25.—A number of musicians held an enthusiastic meeting in the Commercial club rooms Sunday afternoon to organize a brass band. About 20 charter members were in attendance, with a number of prospective members. A constitution and by-laws were adopted and the following officers elected: President, Dr. M. E. DeGuzza; vice-president, G. W. Steelhammer; secretary, H. E. Hodges; treasurer, A. L. Larsen; leader, M. G. Cooley; assistant leader, Axel Larson. The band will be run under the supervision of the Commercial club and accordingly the following members of that organization were selected as managers: N. C. Hubbs, S. E. Richardson and D. C. Kerr.

Twenty John Chehalis Band. Chehalis, Wash., March 25.—Chehalis is to have a fine band this season, more than twenty men having joined. New uniforms have been ordered and it is expected to hold a concert early in May, when the band will make its first public appearance.

POWELL VALLEY PEOPLE ANGRY WITH SPEEDERS

A committee from the Ivanhoe Push club has petitioned the county court to all the Powell Valley road, between East Twenty-sixth and Sixteenth streets, this season and the board decided yesterday that the county could afford to care for this thoroughfare. The oil wagon will run over the road as soon as it is needed.

The members of this push club are bitter toward the automobilists using the road, and state in their petition that the automobile is the greatest enemy of good roads. "Speeders through our district seem to take a fiendish delight in raising as much dust as possible," they say. "They are the people who should be compelled to oil the road, but we cannot do it. They have no regard for the comfort or convenience of residents, but recklessly disregard city and state laws against speeding. They go so fast and raise so much dust their numbers cannot be seen."

The committee of the residents is composed of W. R. Hawkey, T. J. Kreuder and G. H. Vore.

To Prevent Mine Merger.

Grand Rapids, Mich., March 28.—In the United States district court today Judge Swann listened to arguments on the application of Godfrey M. Hyams of New York for an injunction against the Culmet and Michigan Mining company to prevent its merger with the Osceola company. The petitioner asks that the proposed consolidation be decreed void, as an attempt to form an unlawful trust, or monopoly, and combination of capital in restraint of trade.

King's Sons and Daughters.

Fort Wayne, Ind., March 28.—Many delegates from all over Indiana are here for the annual state convention of the King's Daughters and Sons. The gathering will hold its sessions at the Wayne Street M. E. church, beginning tonight and continuing three days.

EDITOR BROWNE Of the Bookford Morning Star.

"About seven years ago I ceased drinking coffee to give your Postum a trial. I had suffered acutely from various forms of indigestion and my stomach had become so disordered as to rebel almost every sort of substantial food. My general health was bad. At close intervals I would suffer severe attacks which confined me in bed for a week or more. Soon after changing from coffee to Postum the indigestion abated, and in a short time ceased entirely. I have continued the daily use of your excellent Food Drink and assure you most cordially that I am indebted to you for the relief it has brought me.

"Wishing you a continued success, I am Yours very truly, J. Stanley Browne, Managing Editor."

DINGE'S TROUBLES WORRY OFFICERS

(United Press Leased Wire.) San Francisco, March 28.—When Jack Johnson, pugilist, comes before Superior Judge Mogan here this afternoon in connection with his jail sentence of 25 days, it is believed that District Attorney Fickert may use his influence to have the fighter let off with a five day term. Fickert is reported to believe that Judge Treadwell was too severe with Johnson.

The point to be decided at today's hearing is whether Johnson's plea of insanity before Judge Treadwell will be him from an appeal. Judge Treadwell has so far proved adamant to all suggestions that he shorten Johnson's sentence, and maintains that no one had a right to admit the fighter to bail and that he, therefore, is really a fugitive from justice.

Hearing on Currency Reform.

Washington, D. C., March 28.—To ascertain the views of bankers and other persons familiar with financial matters on the proposed reform of the currency laws, the national monetary commission today began a series of hearings. The first will be a series of hearings on currency measure shall be reported to congress. The claims for a central banking institution drafted by Senator Aldrich was used as the basis for discussion at the hearing, which was attended by President, Dr. M. E. DeGuzza; vice-president, G. W. Steelhammer; secretary, H. E. Hodges; treasurer, A. L. Larsen; leader, M. G. Cooley; assistant leader, Axel Larson. The band will be run under the supervision of the Commercial club and accordingly the following members of that organization were selected as managers: N. C. Hubbs, S. E. Richardson and D. C. Kerr.

The Northern Flight

The northern flight of the wild ducks occurs every year just as regularly as spring time comes round. They know it is the right thing to do. It is the thing that Nature tells them to do. Nature is the safest guide in the world.

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Sunny Monday will not shrink woolsens or fannels, and will not fade the colors in colored goods. It will double the life of your clothes and is the most economical soap you can use.

STUART'S CORPSE FOUND IN WILLAPA

(Special Dispatch to The Journal.) South Bend, Wash., March 28.—The body of ex-Representative Wallace Stuart, who disappeared last Wednesday night on the eve of his departure for New York to purchase oyster seed, was found in Willapa river late yesterday afternoon. The theory of murder was largely upset by the condition of the body, which bore no indications of violence, and as he was found close to the wharf and not far from the office of his company, it is presumed he walked off the edge in the darkness. He was a resident of Tokeland and president of the Tokeland Oyster company. He would have started for New York last Thursday morning.

Ex-Representative Wallace Stuart was well known along the Portland waterfront, as well as in similar circles in Seattle and Tacoma. He was an expert on the water, having won many sailing boat races on Willapa bay, beginning in the days when it was called Shoalwater bay. He knew the bay, with its wind currents and tides, so well that after winning a race, he has been known to take a loser's boat, giving the loser his own, and beat him in a second race. He was formerly connected with Mr. and Mrs. Grant and Harry Hamblitt of Portland; the four originally constituting the Tokeland Oyster company. Later Hamblitt and the two Grants sold their interest to New York individuals and Stuart retained his, being made manager.

Mr. Stuart's father was one of the first men to sail into the then Shoalwater bay, and to begin gathering the native oysters. He is survived by Captain Charles Stuart, a member of the Cape Disappointment life saving crew and a brother; Mrs. W. D. Taylor, Ocean Park, a sister; and a son.

Believed District Attorney Will Ask Court to Shorten Pugilist's Sentence.

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Veteran Oyster Man Drowns in Waters He Understood So Perfectly.

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Rare Bargains in Real Estate are to be found daily in the Classified Columns of The Journal.