

# PUBLIC MARKET TO BE ERECTED HERE BY SCOTT BROOKE

**Sanitary Structure to Be One of Finest of Kind on Coast; Site at Fourth and Yamhill Is Location.**

Patterned after the fine public markets of San Francisco, Thomas Scott Brooke is preparing to begin the erection at the southeast corner of Fourth and Yamhill of a sanitary market which will be as handsome and up to date structure of its kind as is to be found on the Pacific coast. While in reality, but one story high, the structure will have the appearance of having two stories from the fact that the display features will take the form of bay windows with a clerestory above. The display windows are to be almost solidly of plate glass, with pier facings of white terra cotta. The roof is to be of green tile.

There are to be 14 separate departments as follows: Meat and poultry, fish, fruit and vegetables, tea and coffee, delicacies, creamery products, bakery, confectionery, family wines and liquors, grill, household goods, florist and candelary.

The building will cost between \$30,000 and \$40,000 and will be completed and ready for occupancy by January 1. There is to be a 10 foot basement which will be reached from the sidewalk by means of three elevators. Each tenant will have a space in the basement equal to his space on the main floor, which will be used largely for storage and for carrying on all the work necessary in a public market. Each tenant will be supplied with refrigeration from a central plant operated by the management of the building.

The main entrance to the building will be at the street corner and it will be flanked on either side with a booth, one for a florist's shop and the other for cigars. On the mezzanine floor will be located telephone booths, ice cream parlor, ladies' retiring room and demonstrators' booths.

## WM. RIDGEWAY, PIONEER OREGON BUILDER

(Special to The Journal.)  
Sheridan, Or., Aug. 12.—William Ridgeway was born in Buchanan county, Mo., September 3, 1842, and died August 4, 1911.

With his parents, John and Tabitha Ridgeway, and two brothers, John (living) and Lindsay (deceased), he emigrated to Oregon in 1848 and settled on the Luckiamuck river, moving to Mill Creek (now Buell, Polk county), where the father took up a donation land claim. On this claim were born eight children, of whom two daughters, Mrs. J. W. Black, of Dallas, and Miss Mary Ridgeway, of Buell, and two sons, John, Charles and Joseph Ridgeway, living on the homestead, and Henry Ridgeway, of Portland, still survive their father.

As with most pioneers, Mr. Ridgeway's life was filled with hardships, especially in the early days. At the age of 19, while hunting, he had the misfortune to lose one arm. Being possessed of a strong ambition, he toiled on, and five years later attended Laclede academy at Dallas. Or. After teaching school a short time, he was elected county assessor of Polk county and served in this office for three years.

In 1878 Mr. Ridgeway married Matilda J. Blair, of one of the pioneer families of Oregon. They settled on part of the land claim, where they have since resided. To this union were born six children, five of whom are living: Mrs. G. T. Seth, of Boise, Idaho, and Mary, Inez, William and Lloyd, all of whom reside on the farm.

Mr. Ridgeway was a lover of fine stock and this has been the means of accumulating a large estate. He has always advocated higher education and has taken an active part in public school work, serving as school clerk and director for several terms. He was always interested in the welfare of the community in which he lived and served as justice of the peace.

He deceased was a member of the I. O. O. F. at Sheridan and was active in the order, holding different offices. Funeral services were conducted by the Odd Fellows, with a sermon by the Rev. Kuhlman. Interment took place at the Sheridan cemetery.

For polishing pieces on metal work not easily reached an emery cord has been devised, a strong thread being coated with finely powdered emery.

## \$40,000 STRUCTURE TO HAVE DOUBLE DISPLAY WINDOW ARRANGEMENT



Attractive old English type building will contain 14 departments.

## EAST SIDE FOLK TO DO THEIR SHARE IN BUILDING OF ROAD

**Farmers at Meeting Bitterly Oppose Autos but Oregon City Session Proves Finally to Be Harmonious.**

Assurance that the people on the east side of the Willamette between Portland and Salem, will meet the governor half way in his proposal for the building of the Capital highway, resulted from a series of mass meetings held last week in east Willamette towns. One of the largest and most determinative of these meetings was held in Oregon City. It was attended among others, by C. C. Chapman, promotion manager of the Commercial club, and Mr. Chapman has written the following report of the important gathering:

Picturesque descriptions of Oregon's road system, bitter opposition to automobiles and frank expressions from back country farmers cleared the atmosphere at the big Oregon City good roads meeting last week and resulted in unanimous harmonious action towards constructing the most important link in the east side highway from Portland to the state capital.

All the road districts and commercial bodies from 30 miles along the highway were represented. Following the meeting committees were organized to develop local interest in each community and road district, collect funds and further the road project in cooperation with the Capital highway commission and the county courts of Multnomah, Clackamas and Marion counties.

**Rodgers Relates Experience.**  
"The good Lord knows we need a road system in Oregon. Our present 'hit and miss' system is a jumble, a helter skelter pot pourri. Everybody has a finger in the pie, everybody is an expert. We have roads, roads, roads everywhere, but not a road in sight. The roads are down somewhere, hidden beneath mud or dust."

The foregoing tribute was from the mouth of ex-Mayor Rodgers of Salem, chairman of the Capital highway commission. Mr. Rodgers related an experience with a farmer and others present referred to it as typical of a strong feeling existing all through the state in opposition to building so-called "joy ride" roads.

"I visited an old time farmer, a large land owner," said Mr. Rodgers. "His place is located right on the east link of the proposed Capital highway. I asked him whether he would support the project. The minute he learned my object, he resumed plowing and as the shavings fell he told me he would support the road, only to the extent of paying a road tax if he had to, that the road would not do him any good and that the only good it would do, would be to give more automobiles encouragement to run over children and chickens, frighten horses and dust up his berries, his front porch and his house."

State Master C. E. Spence of the grange threw much light on the point of view of back country farmers toward the trunk highways overlooking the railroads. "What we want," said he, "is improvement of roads from our farms up the valleys to our market towns on the railroads. If the business men of Portland and our railroad towns want to encourage road development in the way that helps the state, they will devote their energy to helping farmers get their produce to market at a lower cost per ton mile. These automobile highways are of no direct benefit to the great majority of farmers, as so few of them are located along the main highways or on the roads branching from them. The farmers' roads mostly come down the valleys directly to the mar-

ket towns. Bettering these roads will help all of these towns and help Portland, and that is where the money should be spent. We have no objection to funds being raised along the trunk highways for improving the trunk roads, or towards tax levies in road districts along these big highways, but we do object to taxing the farmers and settlers in the back country and then spending their road money on automobile highways to the neglect of the farm roads."

In common with all others present, Mr. Spence supported the action taken by the committee in favor of financing the Capital highway in the communities and districts bordering thereon, but stated that the back country farmers would oppose vigorously any use of their road taxes, except on the farm roads itself needing improvement.

**Sixty-four Delegates Present.**  
F. J. Truse was chairman of the meeting and M. D. Latourette was secretary. The entire Capital highway commission, consisting of George K. Rodgers of Salem, C. T. Prall of Portland and ex-Judge Grant Dimick of Oregon City, was in attendance. There were 64 delegates present. These were nine committees, as follows:

Canby—M. E. Lee, J. L. Ashton, F. M. Roth, B. R. Lee, C. N. Wait, Charles Thomas, L. B. Gorham, J. L. Combs, Dr. M. P. Sailor, Frank Bryant, Roy Knight, Chester Will, Wilson Evans, W. H. Bair and Grant White.  
Gladstone—O. E. Freitag and H. E. Cross.

Hubbard—L. M. Scholl, George Beck, F. M. Maxwell and C. M. Crittenden.  
Jennings Lodge—P. D. Newell, James Roberts and E. T. Webb.

Mount Pleasant—J. M. Warnock.  
Oak Grove—C. W. Risley.  
Oregon City—O. D. Eby, Gilbert Hedges, C. E. Spence, C. H. Dye, S. O. Dillman, M. J. Lazelle, Frank Busch, George Randall, Carl V. Braun, A. J. Lewis, E. S. Larsen, F. C. Burke, E. T. Fields, J. Levitt and others.

Portland—Aman Moore, C. B. Moore, James A. Cole and C. C. Chapman.  
Sellwood—A. N. Willis, J. F. Kertchen and W. H. Gelding.

Announcement was made by Chairman Rodgers that the Southern Pacific was opening a quarry near Hubbard and had consented to donate all rock required for road building, charging only one cent a ton per mile for the rail haul, a minimum of \$5 per car.

Aman Moore's address on convict labor and its utilization on Colorado roads was one of the best ever given in Oregon on the subject. Care is taken, said Mr. Moore, to make the particular ability of each convict is applied to his work. If he can cook he is made camp cook. Others make or mend clothes, and the remainder are distributed among various road tasks.

## PAYS \$45,000 FOR LOT AT ELEVENTH-GLISAN

One of the best realty transactions recorded last week was the sale by W. H. Nunn of the 100 by 100 feet located at the southwest corner of Eleventh and Glisan streets for \$45,000. The parcel was purchased by George Jacobs, the Third street druggist. It is located one block south of the North Bank station in a section that is fast developing as a warehouse and jobbing center.

## Negro Nabbed as Blackmailer.

(United Press Leased Wire.)  
Chicago, Aug. 12.—What is thought to be part of a blackmailing plot against C. K. G. Billings, the millionaire horseman, and his mother, Mrs. A. M. Billings, was frustrated here yesterday when detectives arrested a negro who called on Mrs. Billings and demanded a position with her and the payment of \$500. The negro's call followed a letter to Mrs. Billings in which it was stated that a man would apply to her for a position, but that \$500 and not the position was wanted.

## Card Game Causes Death.

(Special to The Journal.)  
Nashville, Tenn., Aug. 12.—Excitement over a game of pinochle proved fatal here to Mrs. Theresa Kilpatrick, the only woman soldier of the Civil war. Mrs. Kilpatrick was 78 years old.

## PENINSULA LAND ON MARKET FOR FACTORY SITES

**Improvement Company Subdivides Portion of 800 Acre Tract and Will Establish Manufacturing District.**

Believing that the time is near at hand when Portland manufacturing concerns will be compelled to seek larger space for factory sites and having faith in the general belief that the ultimate manufacturing center of Portland will be located on the Columbia river, the Factory Sites Improvement company has subdivided a portion of its 800 acres located on the peninsula and extending to the Columbia river, and has placed it on the market.

This property is located just east of the Swift holdings and is less than a mile beyond the city limits of Portland. It is of the same general character as the Swift tract and because of shipping facilities afforded both by rail and water, it is destined to play no small part in the future manufacturing development of this section.

The real development of the factory section of the peninsula dates from the completion of the North Bank railroad bridge across the Columbia river three years ago. Up to that time the immense potential value of the Columbia river waterfront due north of Portland, as a manufacturing district, had not been appreciated. Since that time, however, the development in that section has been little short of marvelous, more than \$4,000,000 having been invested in the construction and equipment of factories and mills. Eleven of these factories have been completed and are now in operation and a number of others are under construction.

Only recently the Schwarzschild & Sons Co., one of the largest independent packing concerns in the United States, purchased a site near the Union Meat company's plant and has begun the construction of a modern packing establish-

ment, which will be in operation by June 1, 1912. The S. & S. Co. will expend \$500,000 in building and equipping this plant.

The establishment of the Union Meat company and the S. & S. Co., together with the building of the Portland Union stockyards on the peninsula fixes Portland's supremacy as the livestock and fresh meat center of the Pacific coast.

The owners of the Factory Sites Improvement company, among whom are some of the best known capitalists in the city, purchased this tract which was formerly a portion of the Henry Holt-grieve donation land claim, something like a year ago, with the view of establishing a manufacturing district on the property. Negotiations are now under way by the officers of the company looking to the building of an spur track from the main line of the O-W. R. & N. railway through the property to the Columbia river.

## NEW SALES REPORTED BY CHAPIN & HERLOW

Chapin & Herlow report the following sales consummated during the past week:

To Parker brothers, of Wallamina, an unimproved 80-acre tract near Sheridan for \$60 an acre. The new owners intend clearing the land, subdividing it and building on each 10-acre tract a modern bungalow.

To Mrs. E. Collins, a two-story 7-room residence, located in Swinton addition for \$3000. The property is on Albina avenue, near Lombard street, and formerly belonged to John T. Ring. Mrs. Collins is a new-comer from Baker City.

To A. Stephens, recently from Corvallis, was sold a 5-room bungalow located on Buffalo street, near Kerby, for a consideration of \$2150. The property belonged to O. D. Shiel.

W. H. Chapin and A. R. Morgan, of the firm of Chapin & Herlow, have closed a deal for 150 acres of land located near Sifton in Clarke county, Wash. The consideration involved was \$35 an acre. It will be held as an investment.

Japan is trying to introduce silk raising into Korea, purchasing 1,000,000 cocoons in China and engaging the services of Chinese experts in sericulture.

## CONFERENCE INTERESTS HOOD RIVER METHODISTS

(Special to The Journal.)  
Hood River, Aug. 12.—The annual conference of the Methodist church of the Columbia river district is near at hand. It is reported that Dr. Lathrop, who was a former pastor and whose return to the local church is greatly desired by the business men of the city, will not consider the matter of an appointment here. Friends of Dr. House, pastor of the First Congregational church of Spokane, are making an effort to have him appointed to the local church.

## Domestic Science Popular.

(Special to The Journal.)  
Hood River, Or., Aug. 12.—The domestic science department of the Hood River public schools was a great success last year. A large number of scholars took the domestic training afforded. It is evident that this year's class will be much larger than that of last season.

## Railroad Vacates Building.

(Special to The Journal.)  
Hood River, Or., Aug. 12.—The building formerly occupied by the Mt. Hood Railroad company is being refitted and will be used by the American Express company for an office.

## Railroad Makes Improvements.

(Special to The Journal.)  
Hood River, Or., Aug. 12.—The railroad company has a large crew of men at work laying new rails from Hood River east. The 90 pound rails are being torn up and 100 pound rails are being laid. The new passenger depot will soon be ready for occupancy.

## Street Grading Finished.

(Special to The Journal.)  
Hood River, Or., Aug. 12.—Street grading in the business section of the city is almost completed. It is probable that the streets will now be oiled. An effort will be made to have the municipal water main laid so that the paving can be done before the winter season sets in.

Journal Want Ads. bring results.

# EASTMORELAND

"The Seat of REED COLLEGE"

## Reed College

—most valuable asset.

OREGON may soon present claims to leadership in the field of Higher Education. Official newspaper statements of August 6th and 9th regarding Reed College, show that its admission tests are of greater severity, and that higher average compensation is paid to its Faculty, than is customary at the best Colleges and Universities of the Country.

Furthermore, the additional amount (above tuition fee) expended for instruction of each Students will be higher than any other college in America.

These three comparisons constitute the accepted vital tests of teaching efficiency.

To Oregon therefore, this leadership is attracting the particular attention of cultured people throught the Country. And for Portland, it is more subtle and more valuable as an advertisement, than any that might be devised.

Its effect upon "Eastmoreland" cannot fail to be beneficial. Because the growth of Portland surely depends upon an increasing influx of capital and population from the East and Middle West. And capital and population automatically seek "Eastmoreland." Portland people should "Watch Eastmoreland Now."

Fixt and graduated Prices begin at \$750; payable, if desired, at \$7.50 per month.

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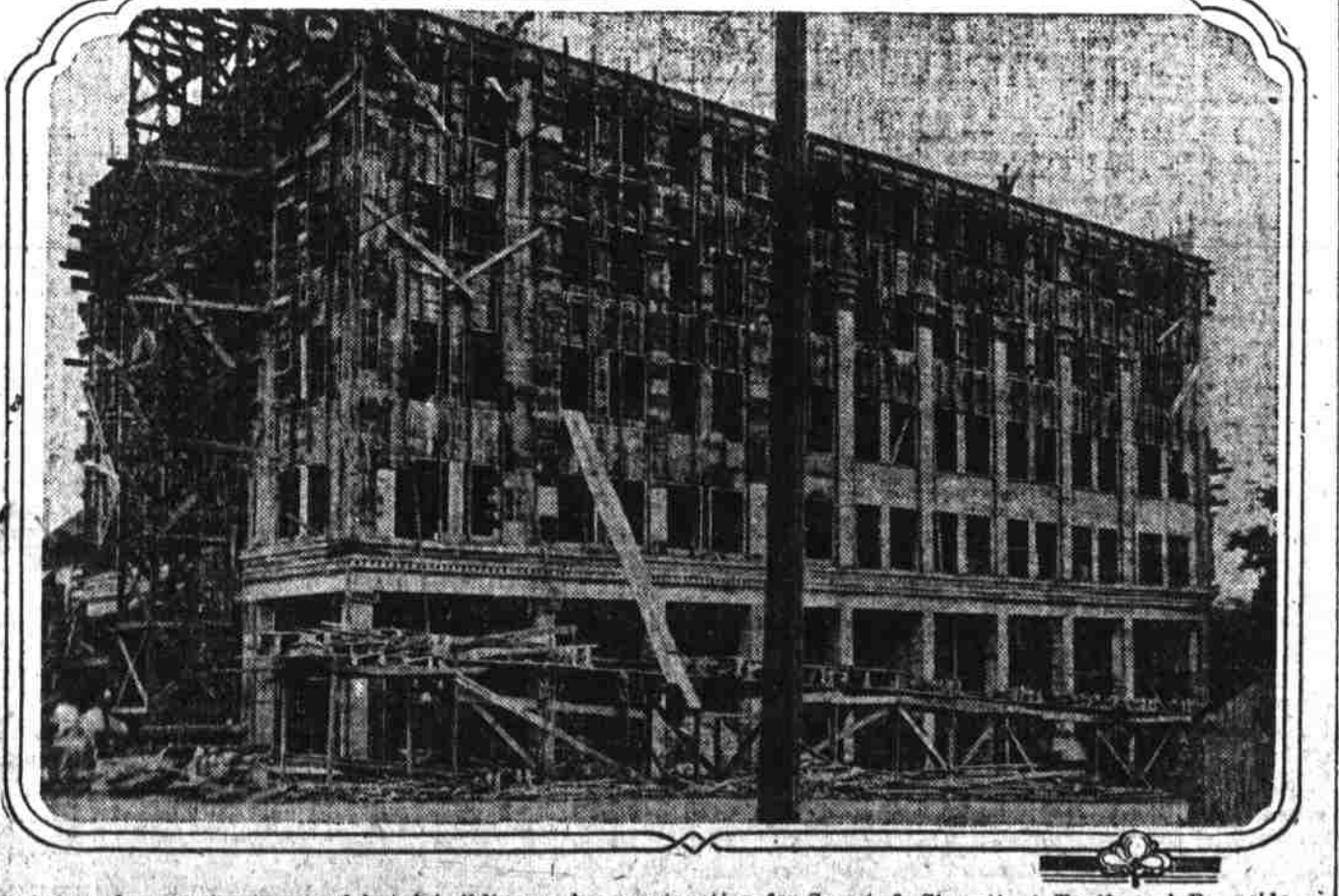
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