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NOTES BY THE INTERVIEWER.

County Judge John H. Scott returned from the La Grande Good Roads convention held at La Grande, Friday, as far as Pendleton. He went on to Walla Walla to see a model county jail saying to a Capital Journal reporter: "We are planning to remodel the Marion county jail and want to get the most up-to-date outfit. I was informed by Senator Hodson at Portland that they had just installed a very modern and complete county prison over there and I thought it would pay to go and look it over. We are very much cramped for room in the court house and yet want to put in the new jail without building on an 'L' as that would mar the appearance of the whole county building. The Good Roads convention at La Grande was a great stimulus to the sentiment for better highways in Marion county and will result in much good."

Hon. John H. Albert, who is home from the La Grande convention, may almost be called the "father of the good roads movement in Oregon." He has always backed the organization of which Judge Scott and H. B. Thielson have been re-elected president and secretary, and he is a staunch advocate of the bill framed by the state road commission appointed by Governor Chamberlain. "I favor one provision of that bill especially," said Mr. Albert. "It provides for establishing three central camps for convicts (one in southern Oregon, one in the Willamette valley and one in eastern Oregon, where the convicts are to be employed in preparing crushed rock, that is to be distributed by rail or water transportation, on application to this state convict labor board to any county agreeing to use such crushed rock material in macadamizing the county roads. The counties receiving such material are to construct such highways under the direction of a state engineer. The railroads would be called upon to distribute this road metal at a rate of not to exceed one cent per ton per mile, or one and a half cents per cubic yard, or say \$1.50 per yard for 100 miles. That is a nominal rate and it would pay them to do it, as they would be helping to develop the country."

Henry B. Thielson, who was also

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at the La Grande convention, was asked as to his views of the proposed railroad commission bill. He is one of the well known and experienced civil engineers of this state and associated with his father was connected with the construction of several Oregon railroads. "The right kind of a commission might accomplish a great amount of good for the state. It would have to be composed of men different from the material that has generally been selected. It really requires men possessed of a great deal of technical knowledge of the elements that enter into the transportation problem, including familiarity with rates and traffic arrangements, both state and interstate. The shippers have a great grievance in Oregon but I despair of any commission law we are liable to enact doing much for their benefit."

James B. Meikle, of Seattle, who was at Salem three years ago to talk good roads, has been in Oregon promoting the Trustee-Company Securities Corporation that is erecting large steel buildings in the heart of the business districts of the larger cities in the west, like Seattle, Los Angeles, Salt Lake and Denver. "We have secured ground for one at Portland," he said. "This 'system' is a successful one and I claim it is constructed on scientific principles. We divide the proposed sky-scraper into \$1,000 shares, and with the proceeds buy the lot and erect the office building. These steel office buildings are the finest business property, that constantly increase in value, fire-proof, and very profitable to rent. The share holders get five per cent and two-thirds the profits on the building. I would be almost afraid to tell you of the earnings of some of these buildings. You would not believe me. We buy only the very best business blocks, lots or corners, and erect only the best and most modern steel and marble finished structures. Our offices are in the Lowman building, Seattle. We expect to have up one of the finest office buildings in Portland within a year. Our corporation erects and rents and gets one-third of the profits."

Hon. Frank Jagger, who lives out on route three from Oregon City, is home from a trip to Huntington, Baker county. "They grow fine peaches over there and it is a stock county, but the town lives mostly off the railroad. In Clackamas county the farmers are not asking for any legislation that I know of. The demand for a state banking law comes mostly from the bankers themselves. Farmers are coming to consider the legislature as a kind of second fiddle anyhow. The people have the power under the referendum of killing any act of the legislature that they don't want to put up with. By the initiative they can pass any bill they really need without going to the legislature. On electing United States senators the people are going to demand that the legislature stay right with the law and give it a fair trial. If it don't work any better than the old way we can repeal it. We can't do any worse."

Director Whitcomb, of the Corvallis experiment station, passed through the city this morning on his

way home from eastern Oregon. "I can only report," he said, "that our school is very progressive, attendance reaching nearly the 800 mark. The regents will ask for some new buildings, and we will have to have more teachers and equipments. Our field work needs a little extension in the direction of improving wheat culture. Better cultural methods and some system of crop rotation have become an absolute necessity. The typical wheat district of eastern Oregon is in danger of being injured by present methods, which are wearing on the land is rendering it unproductive. A grain experiment station in eastern Oregon and keeping up our work in western Oregon is about all I can suggest in my line."

Hon. Claud Gatch, national bank examiner, returned today from a trip through Walla Walla county. "The banks up there are very prosperous," he said. "I saw the finest herds of cattle and the finest barley I ever saw in my life. It is pretty hard to keep pace with the development of eastern Oregon. There is the new town of Hermiston in the great Umatilla valley—born almost yesterday, yet it has two banks, one a national just chartered." While not caring to be interviewed officially, Mr. Gatch said he had read the proposed state banking law, and whether it was good or bad in its effects all depended on the character of the official appointed examiner. Under the law as drafted by the committee of the State Bankers association, the state bank examiner had all the powers over the banks now given over national banks to the comptroller of currency and national bank examiners combined. It would drive many of the state banks and private banks to nationalize, he thought. Mr. Gatch said the development of the state required national, state, private and savings banks, and the law should be so amended to encourage all of them.

"The general proposition of working state county and city prisoners on the public roads is no longer an experimental one. It has been conducted with marked success by other states, by this state and by my own city and county," said County Judge L. R. Webster, on his way home on the train Friday evening. "We have built a shop and stockade at Portland, where we work nearly all the city and county prisoners at breaking and crushing rock for macadamizing highways. We distribute a great deal by wagons, but shall soon use a traction engine that will do it cheaper and faster. We expect also to distribute by the electric lines. I have reluctantly given up my pet idea of a state highway from Portland to Ashland constructed with convict labor, and drafted the bill that the state roads commission wanted, providing that any county can apply for and secure convict labor for highway work, and that the rest not needed by the state shall work at camps preparing material. It is believed that the bill as prepared will meet with less opposition than the first plan proposed by me of simply a state highway through western Oregon. Under this law all the convicts not required to look after the state prison and its lands can be profitably employed crushing rock at the central points from which

the counties that want to build macadamized roads can get the metal to finish such roads by merely paying the freight, or having their own farmers haul it, at a nominal expense. The railroads will be interested in distributing it at a nominal rate of freight. The counties will be interested in using as much as possible of this cheaply prepared road material. The employment of convicts in that way will meet the universal demand of the labor organizations of the state and it will be a good system for the state and for the convicts themselves. I am convinced from some experience with the so-called criminal classes that fully fifty per cent of them could be worked outside of the camps on the public highways with little or no danger of their escaping from custody. It is going to require our best and most united efforts to pass this bill but I am satisfied if this legislature does not give us a convict road law the people would adopt some such law as the commission has drafted if it is submitted to them by the initiative."

REMEMBER THE POOR.

Do not wait until Christmas day, but give your neighbor not so well off as you are a little touch of the Santa Claus spirit right away.

All this week is a good time to cast your eyes around and see if they don't need a little wood or groceries somewhere besides at your house.

It's all right to have a formal Christmas tree at home or at the church, but to get a little of the real thing into action on your own private account is better.

There are few very poor people out west, and this city is prosperous beyond many others, but there is always some one right in your part of the town who can stand a little more prosperity from the east.

PENDLETON GET STREETS.

The first town in the state to lead off and get first class streets is Pendleton, the metropolis of Umatilla county.

That community does not seem to have the belief in improvement quite so strong as some others.

The bitulithic pavement put down there is the same as used in Portland and about 150 other American cities.

It is simply the best pavement in the world if it is properly put down and kept reasonably clean.

The people of Pendleton are very proud of their mile and a half of improved streets. They swell up not a little.

When the trains pull into that city now the passengers all look upon indisputable evidences of life and progress.

The street leading from the station into the city has this fine pavement and it gives Pendleton a metropolitan appearance.

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