THE MORNING OREGONIAN, MONDAY, MAY 11, 1903. Athletic Club and the Young Men's Chris-tian Association did not satisfy the as-sociation players, sithough they split even in the series, winning the city cham-pionahip in the singles, while the club-men won in the doubles. The associa-tion men desire to arrange another series in the doubles, as they think they can best the clubmen for the championship. They suggest that a challenge trophy be played for, to be defended against all amateur teams in the city which desire to contest on the handball court with the team in possession of the trophy. clent fireboat at a cost of not more than GALL FOR FACTS NO HITCH ON O. R.&N 140,660. including her purchase price. The bollers at present in the boat are suffi-... Meier & Frank Company ... cient with slight alterations, to furnish steam for the pumps working at a maxi mum capacity of 5000 gallons per minute **Conference With Enginemen** at a pressure of 200 pounds per square inch, and at the same time supply steam The Art of Embroidery **Fireboat** Committee Will Is Amicable. Picture Framing done here. enough to operate the propelling engines Headquarters for Flags and "The machinery as a whole on the Ertaught by an expert-Free Bunting and the President's New and complete line of nest A. Hamill is above the average used moldings. instructions. Portraits. Hear Anybody. the team in possession of the trophy. in tugs of that class and will undoubtedly operate successfully in a fireboat. It will SLIGHT CHANGES ARE ASKED WAR ON THE BEACH. not be necessary to change the location or For Details See Our Sunday Advertisement arrangement of engines or boilers to make Troubles of Property-Owners Who room for the pumps, and the work of in-Are Behind in Taxes. stalling pumps and getting the boat into AS TO THE TUC HAMILL service could be done in three months, if Committees Return to Meet Manage Since the strike and complications aris Many Interesting Values and Lowest Prices in the pumps could be obtained inside of ment-Many Migratory Railroad ing out of it put a stop to building operatwo months, which is altogether probtions in Portland several persons who Men May Be Secured to Break spend their Summers at the coast have Great Northern Strike. Monte Carlo Jackets and been endeavoring to arrange for build-THE ORIGINAL OFFER. **Open to Conviction That She** ing "cottages by the sea," while idle carpenters were numerous here.' They went down to look around and decide where Letter in Which the Hamili Was Of-Is Not Suitable, fered to the City. The conference between officials of the O. R. & N. and the engine crews of the PORTLAND, May 10 .- (To the Editor.)to build, as some favor the south beach, in connection with the proposed purchase of the Ernest A. Hamill by the City of which is in Oregon, and others the north Walking Skirts ystem will probably be ended today or omorrow. The aliferences between the sompany and its employees are not serious, and there is every prospect of an amicabeach, which is in Washington. They Portland, you have not published the offer ran into an incident on north beach **OBJECTORS MUST GIVE FACTS** made by the receivers of the Pacific Packwhich effectually cured them of wanting ing & Navigation Company to sell the boat to the city, which offer has been of record in the office of the Auditor of this city to invest any money there. In Washington if one for any reason, or with-out any reason, does not pay taxes on le agreement. The committee representing the engi-neers and firemen returned to Portland Friday after a week or ten days' absince April 21, 1903. In justice to all co his or her property, and it is after due process of law sold for taxes, it cannot be redeemed. The parties looking for a location happened to visit North Beach cerned, we ask you to publish it. It reads MacMaster and Glisan Tell Reason as follows sence, during which time it met the other engine men, and was better prepared upon its return to settle the controversy. **First Showing in Plaited Pedestrian Skirts** for Their Vote on Purchase-Text April 21, 1903.-To the Honorable, the Mayor and the Executive Board of the City of Portland-Gentlemen: We have of Offer to Sell, With Explajust as a man whose mother's cottage there had been sold for taxes was in the act of dispossessing a keeper who had been placed in possession and given a gun to defend his possession. The man There are no really serious question nation by Owners. City of Portiand-Gentlement. We have been authorized to submit to your honor-able body, on behalf of the receivers of the Pacific Packing & Navigation Com-pany, an offer to sell to the City of Port-land the steel steamer Ernest A. Hamili, which, we are advised, would be suitable and appropriate as a fireboat. The facts in connection with this proposal are as follows: etween the conferens. This is the annual conference that is held between the company officials and its engine crews. The engine men are esking for a slight A Great Sale of Babies' Necessities who wanted possession also had a gun and he ousted "the man with the gun" and took possession. "Vi et armis" in ncrease in wages and a graduated scale Special Sale of Leghorn, School and Seashore Hats which, we are advised, would be suitable ind appropriate as a freeboat. The facts in connection with this proposal are as follows: The vessel is too large and too powerful a steamer for the fishing business of the Pacific Packing & Navigation Company on Puget Sound. She was built at To-ledo, O., in 1898, was sent to the Pacific Const in sections and put together here to be operated on the Yukon River. She was subsequently and in the year 1899 turned over to the Pacific Packing & Navi-gation Company, one of the constituent members of the Pacific Packing & Navi-gation Company, and since then has been but very little used. In the Fall of 1900 she was hauled out on the shipyard of the company at Eliza Island, where she has since been, carefully protected from deterioration during that time, so that she is in fact practically a new steamer. She is built of steel throughout; has a steel deck covered with a wooden deck. Her decknouses are of steel, and she has steam derricks on deck. Her length is lib feet; beam, 3f feet; draught is purposed. Her speed is about ten miles, purposed. Her speed is about ten miles, purpose, Her speed is about ten miles, purpose, Her speed is about ten miles, purpose, Her speed is about ten miles, purpose. Her speed is about ten miles, per hour, and her coal consumption for 24 hours in constant service about 12 tons. She has a complete electric light plant and ascrehlight; ample scommodations for officers and crew, and is urranged for water, ballast. Her tonnage is 181 tons grows. She is now lying in the shipyard at Eliza Island, near Fairhaven. We are authorized by the receivers to state that they would be willing to pay the traveling expenses of a subcommilter from your Executive Board, consisting say, of three of its members, together with the Chief of the Fire Department and an expert marine engineer, to exam-ine and impect the boat, and if found sat-ifratory would be willing to make a trial tip at heir own expense, and is suit sa which provides a few minor changes. A better understanding relative to the switch engine crews' work and the assistance which shall be allowed is also sought. The committee of the Executive Board which once recon ended that the can **Comforters and Grill Drapes Reduced** reality. nery tug Ernest A. Hamill he nurchased There is a difference of opinion among the persons interested as to whether the taxes on the property were really paid or not, which will probably be settled later by the courts. The by the city, to be converted into a fire-The question has been gone over thor oughly, and the officials and engine men-have practically reached an agreement The Drug Department Has Special Values boat, will meet in the Mayor's office this afternoon at 4 o'clock. At this meeting be settled later by the courts. The purchaser of the tax title and his law-yer, who had put the "man with the gun" in possession of the property, now feel as if they had in some way been delinquent themselves. There were sev-eral other cottages in the same locality sold for taxes. One of them was furn-ished, and the man who had bought it for a dollar or some other trifling sum was removing the furniture, imagining that this belonged to him also. The party searching for a location went to South Beach and purchased lots and will build there. They indorse the statement of John Maguire, superintendent of the Astoria & Columbia River Railroad, who told them that South Beach was the It is not likely that any hitch will arise the committee hopes every person who The engine crews were not concerned in the previous conferences held between the railroad company officials and the train-men, at which the question of an advance has any data on the much-abused boat **700** Pairs of Ladies' Shoes on Sale will be present, fortified with facts, fig ures and expert opinions on which an intelligent judgment may be based. in wages and the double-header service FOR TODAY AND TOMORROW ONLY, The regular \$2.50, \$2.75 and \$3.00 values will be \$1.45 a pair offered at the reduced price of were discussed. This question concerned the trainmen alone, and an agreement was made whereby the increase in wages was committee has made one report which favored the immediate purchase of the Hamili. This report was referred back granted, and the trainmen withdrew their the Executive Board on Friday last, request for double pay on double-header service. It is a similar question that is separatand the committee was practically asked to reconsider their decision, in the light of ing the Great Northern and its employes. The question, in fact, has been brought up between the employes and all the West-ern lines, and has been settled by all save the Great Northern. That line has Men's and Boys' Clothing the violent opposition which it occasioned "We are perfectly willing to do this," said Mr. MacMaster vesterday, "Our minds Astoria & Countries Aver reminone, who told them that South Beach was the only beach to have a cottage on. It is the only beach, he says, after living on which a week, a man could go away from and talk about for ten hours a are open on the subject, and we desire to granted the new wage scale demands, but refuses to make other concessions. The iralimen are to announce their decision do the best that we can for the city. We **Excellent Values at Reduced Prices** acted upon the best information which we could obtain when we recommended that this week. hay the remainder of his life without ever telling a lie. It must be remembered that Mr. Maguire's railroad goes to this the Hamill be purchased, but if it is un-Special Sale Trunks and Traveling Bags While neither the trainmen nor railroad officials can get a correct line on the Great Northern's recruiting work in Portwise to buy her, we are quite willing to be convinced. If the rivermen and people beach. land, it is generally conceded that the road would be able to pick up a number who are versed in handling craft along You will find our assortment of Stoves and our water front think that nothing but a of trainmen in the event the employes of the Hill system went out. There is declared to be a large number of railroad stern-wheeler should be obtained, then we **LRESS PATTERNS FREE** Ranges, Refrigerators, Ice Cream Freezers, Lawn will recommend a boat of this descrip-Of the Popular Material for Summer men in Portland who are not regularly Gowas. employed, and who might accept an offer from the Great Northern. Ralizoad officials declare that most of the available trainmen in Portland are Mowers, Croquet Sets, Garden Hose, Hammocks, Cost Only \$51,000 When Altered. For three days, beginning Tuesday, and "One point about the Hamill, which has ontinuing Wednesday and Thursday brakemen of the "migratory" class. These are brakemen who do not take kindly to serving one railroad or in one locality

never been brought out, seems to me rath er important. Let us take the report of Mr. Johnson, the expert who made the least favorable criticism on the heaf. Mr. Johnson thinks that more repairs and alterations would be necessary than are suggested by the other experts, Well, even taking the alterations which he provides for, and including quarters for the crew, the entire cost of the Hamill, including her purchase price, would only be \$51,000, which would leave us a margin of \$3000 with which to buy hose and other ecessities

"Whether the offer of a bribe was made to Mr. Johnston or not, I cannot see that t alters the character of the Hamill, And if we recommend her purchase it will be only because her owners can deliver us good value for every dollar we pay them.

"If it is demonstrated to us that a sternwheel bout is better, we shall certainly not buy the Hamili. But this matter was carefully investigated before. The conclusion reached was that the proper style of fireboat for Portland would be a twincrew boat with a steel hull, and the rea

for any rength of time, and who have shifted to the Northwest to spend the Summer. Naturally, many of them have drifted to Portland, where the opportu-nities for securing employment are better than elsewhere in the Northwest. Portiand under her own steam immedi-ately. The receivers of the company are anx-tous to have an early decision arrived at in this maiter, so as to make other ar-rangements in the event the Executive Committee does not accept her. We inclose you two photographs of this vessel, which will give you some idea of its appearance and character. We would further state that from what we can learn we are advised that with comparatively small expense this boat could be made a most complete and sat-isfactory fireboat, and could be in serv-ice at a very early date, and at a saving of a great many thousands of dollars to the City of Portland. We would further be very glad to have the opportunity of presenting the matter more fully at the first meeting of the board. Bespectfully submitted. COTTON, TEAL & MINOR. WILL SHORTEN ITS TIME. Canadian Pacific Summer Schedule Northern May Make Change. The Canadian Facilic has annour that it will shorten its time on its fast overland trains next month.

time card will go into effect at the time, by the terms of which the Canadian's crack train will make the transcontinental run in 95 hours. This is the regular running time of the Canadian during the Summer, and the an-nouncement of the proposed change is simply a tightening of the schedule to meet the improved conditions of the warmer months.

warmer months. The Northern Pacific has already shortdelay was occasioned by this fact.

ened the time of its North Coast Limited, though as yet no new literature showing the change has been issued. Usually the ad is prompt to issue new publications showing similar changes, and there is some speculation relative to the delay. An intimation has been given that the railroad company might find it possible to further improve the service, and the ever, no official confirmation of this story Neither the Union Pacific nor the Great Northern has announced a shorter time card for the Summer months. The Union Pacific has been unfortunate during the Winter in maintaining its schedule, but improvements are being completed which will insure the delivery of trains to the O. R. & N. on time. If it is found that faster time is possible, a change might be made

for any length of time, and who have

with each order given for a gentleman suit, we will give free a complete pattern of Summer material for a hdy's suit Again, with each lady's suit of our mer chant tailor material, we will give free a complete pattern of the latest style Summer goods for a lady's suit. The goods we offer free are fine, very fine; you will recognize them as what you have to pay \$1.50 to \$2 per yard for. We have made direct connections with the pro-ducers to get these goods. We had to

get them that way, in order to get them at a price so we could even think of giv-ing them free. Here are the goods we will give you: English sail cloth, London twine cloth, voiles, Mistrell etamine, crumble canvas, very fine granite eta-mine, fancy open granite wool crash, fancy hemstitched etamines. Not a few styles, but upward of 75 styles, in tans. modes, grays, browns, royal blue, and the shades olive, deep green, muff-col-ored. A dress pattern of any of them you will have to pay from nine to twelv dollars for. They will go free with each order for a gentleman's suit or a lady's suit, ready to wear or to order, of our tailor material. We don't care when you

have the gentlemap's suit made; any time before the Fourth suits us. You have to get a sult, either lady's or gentle man's, likely both. Now's your chance The prices of our gentlemen's suits are from \$25.00 to \$35.00; splendid material; each thread warranted all wool. Hun-dreds who have profited by our sales of the past will vouch for this. No design-ing or measuring of ladies' suits will be done during this sale; our time and room are limited. If you are not just prepared to buy, come in, get your name on our order book, make your selections and be assured of a very fine dress. We abso-lutely guarantee you satisfaction. It don't cost you a cent otherwise. Any of our materials will be sold by the yard if you want them at prices that will make any dry goods store man holler. "How can they do it THE J. M. ACHESON CO., ferchant Tallors, Manufacturers of Ladies' Suits, Skirts and Coats, ready to wear or to special order, Fifth and Merchant Alder streets.

Vudor Shades, Baby Carriages and Go-Carts, and Sewing Machines as complete as can be seen anywhere and the prices always the lowest. Great showing and splendid reductions in the Linen and White Goods Departments.

Meier & Frank Company Meier & Frank Company Meier & Frank Company Tacoma abstracter and intimate friend, | tion with other points was guaranteed. I TO SPY OUT THE LAND and his own reflections on the woes of a is not a spot famed for its seductive in-Western counselor, Mr. Grosscup started fluence upon the vacation-loving townspeople. Mr. Grosscup and Mr. Lehman from Portland a week ago on what he evidently thought well of the place, for they spoke of it to themselves as they MR. GROSSCUP AND HIS JAUNT TO termed a vacation trip. Mr. Grosscup insisted he wanted to get away from the city and its mad whirl and seek the rest-ful quietude of the country. He declared GOLDENDALE, passed on toward Goldendale. It is merely a coincidence that Goldendale is other town the Northern Pacific has that he had been run down. Those who marked in red ink on its "proposed" maps.

How the Northern Pacific Counselor appreciated the giddy time of a resident of Took a Trip Into the Klickcoma could understand his longing fo the peace of the sylvan glades, and those itat Country. who realized how he had been compelled to dodge in and out of his retreat to escape the seeker for passes appreciated the feeling with which he spoke of the wear Benjamin S. Grosscup, general Western ounsel for the Northern Pacific, is purand tear upon his nervous system. suing his vacation trip with all the ardor juently, railroad men accepted 'Mr, Grossof a small boy sent out to bring in the wood when he would prefer to be playing up's plunge into the woods as a pure vacation venture, and readily consen ball out back of the barn. Mr. Grosscur put aside all intimations that the Northhas forsaken the comfortable office chair and the nine-course dinners that he has ern Pacific had interests lurking in the underbrush and that Mr. Grosscup had dugrown to know with varying degrees of ties that had to do with mountain passes intimacy, as his sphere of influence has changed from the back-country Justice and cross-country rides. Nothing save dire necessity, railroad shops to the larger centers of civilization men now contend, drove Mr. Grosscup and ind cultivation, for a ride on the quarter-lecs of a plow-horse through the mounhis friend Mr. Lehman into the country and forced them to strap on their own tain fastnesses and the stretches of praisaddles or plurge into the thickets themrie intervening between the Lower Columselves to look for refractory horses. Noth-ing save a direct command to report upon bia and the Yakima Valley. Accompanied only by R. B. Lehman, a the country the Northern Pacific had sur

on was principally because a steel boat is indestructible. As we have only \$50,000 to expend, the only way we can obtain an efficient boat of this description is to buy the Hamill and Improve her equipmen until it answers the requirements. And this, as I said before, can be done, even according to Mr. Johnston, by an expenditure of \$29,250. The other engineers Mr. Ball and Mr. Ballin, quote even lower figures. It has never been said yet by any expert that the Hamill could not be satinfactorily altered.

Committee Wants Information.

"The people who are opposing the purchase have been industrious. They have appeared before various commercial bodies in Portland, which in turn have requested the committee not to buy the Hamili, Now, the committee is extremely anxious for information, but it would not be in telligent to take hearsay evidence alto gether in this matter. If the Hamili is not a good boat, there must be reasons why, and so far we have not had any sufficient reasons, substantiated by any reliable data, presented to us. I do trust that if they exist, they will be laid before the meeting tomorrow afternoon. The committee's one idea is to do the best thing for the city possime with our limited appropriation. If the Hamill is purchased the money will be paid only after she is brought to Portland under her own steam and delivered here, after a thorough trial trip under the direction of the city."

Mr. Glisan's Position Stated.

Mr. Glisan, another member of the com mittee, said that it had been long ago decideo that a twin-screw, steel-hull fireboat should be purchased.

"Whether this phase of the matter will be reopened I cannot, of course, suy," said Mr. Glisan. "But if it is not concluded to reopen the discussion as to the comparative merits of a stern-wheel and a twinscrew boat, I cannot see how we can do any better than purchase the Hamill, A boat such as she will be when altered nccording to the present plans cannot be built for less than \$90,000. Personally, I don't care what kind of a boat is selected, and am guite willing once more to take up the question of what style the fireboat shall belong to, and when that is once more decided, to try and get the best craft of that style that we can for the maney

"What the committee would especially like," continued Mr. Glisan, "is for the Board of Trade, the Chamber of Comserce and the other bodies that have been passing resolutions on this subject to attend the committee meeting and give us some definite information as to why we should not recommend the Hamill, In this way they would aid us to arrive at a proper conclusion. Resolutions are not any aid to us, when they contain no spe cific data.'

Engineer Ball's Opinion. "The Hamill," said B. C. Ball, an engineer, who examined the boat on behalf of the city. "can be converted into an effi-

At the risk of trespassing further on At the risk of the space of the state of a your space, we wish to call attention to a few facts, some of which have been over-looked. At the time this offer was made i had been definitely determined by the Executive Board that the fireboat should be a twin-screw steel boat, otherwise the fifer would never have been presented.

Under the offer made, the city took ah colutely no chances on buying her. If from the first inspection it appeared the boat was unsuitable, the committee could eject her. If otherwise, a trial trip at the later.

repert her. If otherwise, a trial trip at the expense of the receivers was then to be had, when all the questions of "handling," "coal consumption," "structural weak-ness," "speed," etc., would be demonstrat-ed, just as in case of a boat built for the Navy, by actual test, and if she did not meet the requirements, could then be re-jected. If satisfactory, she was then to be actioned at the receivers a expense at the d at the receiver's expense at the City of Portland for \$1,756. COTTON, TEAL & MINOR.

TAKES QUICK OFFENSE.

Mr. Ball's Integrity Insisted Upon by Business Associate.

PORTLAND, May 9 .- (To the Editor.)-In this morning's discussion of the fire-boat question. The Oregonian deliberately and prominently grouped a series of state-ments for the evident purpose of inspir-ing unfavorable judgment on the integrity of Messrs, B. C. Ball and F. A. Ballin. The application of these inferences to the inter gentleman has no particular interest for me, and may be left for the comment of others, but I am most deeply interested in their significance to Mr. Ball, both as a close personal friend and a business as-sociate. It has been my privilege to be closely associated with this gentleman for about 12 years, including four years at college, and this acquaintance has made his character as unassaliable to me as it is to the many other friends who know

him "from the ground up." "It might be pertinent to suggest in con-nection with this whole fireboat matter that the province of reputable journalism should have no place for ignorant and malicious defamation of honorable citi-zens who have freely given their best ef-forts to serve the city's interests. Unfortunately, the up-to-date reporter seems to be more specifically devoted to the dis-covery of imaginary marc's nexts than to the plain exposition of facts.

In justice to Mr. Ball, who is as yet too recent an arrival in Oregon to roly upon the verdict which a more extended ac-quaintance would insure him, I request that you give this a place in your col-umns. WM. H. CORBETT.

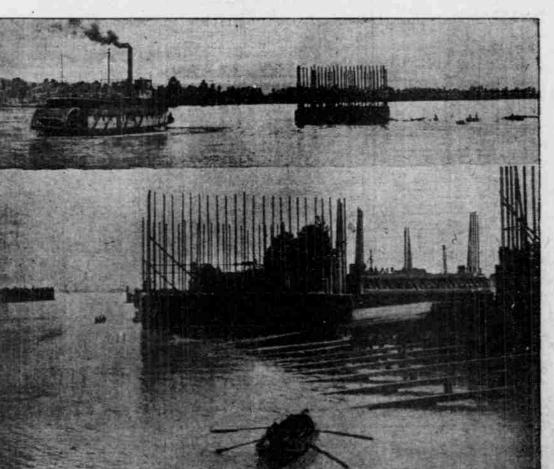
in the grouping of the statements of which the correspondent complains, there was no intention of reflecting upon the integrity of any one concerned. In the body of the article Mr. Ball was enoted in detail as to the reasons why he assumed the position, and of the accuracy of this interview no criticism is made The facts of the case were, as even Mr. Ball and Mr. Ballin will admit, somewhat remarkable, and, in stating them, briefly and without comment, The Oregonian only performed its duty as a newspaper. That the statement should have been construed by any persons as containing any innu-

endo whatever is most surprising.

For all troubles arising from urinary irritation, take Gregon Kidney Tea.

Wants New Handball Contest. The recent series of handball games played between the Multhomah Amateur

VIEWS OF PONTOON OF PORTLAND DRYDOCK, LAUNCHED AT VANCOUVER



-Photos by J. W Steamer Undine Towing the pontoon to its location on the river front. Before it could be secured it floated down stream half a mile. Start of the Pontoon on its slide into the river.

veyed and a feeling that one's own inves-tigation is better than an agent's reporis declared to be responsible for Mr. Gross cup's mid-Spring vacation trip out among the young trees and dew-laden grasses.

Mysterious Mr. Grosseup, on a gum-sh stunt through the highlands, presents all the spectacular features of an elephant' performance as he slips slyly from tree to sapling in his own native fastness. Mr. Grosscup has the happy faculty of acquiring knowledge when he goes out in search of it but it is not the custom of the adlpose Mr. Grosscup voluntarily to place himself at the mercy of an untried animal pose Mr. under a backwoods saddle. Rather has he enjoyed himself as helmsman for a natty runabout with some other person convent ent enough to take the ribbons when he turned back and to slip the harness off the restive steeds. More than that, Mr.

when threatening clouds hang over the valley and pneumonia lurks in the underbrush, Mr. Grosscup neglected to avail himself

of the privilege of seeking free transpor-tation when he left Portland. He paid his own fare, and so did Mr. Lehman, until they fobsook the routes of comfortable travel at Cascade. That is the place where one of Mr. Grosscup's friends is engaged in the pustime of snaring the wily salmon for a fastidious Eastern market. It was given out that Mr. Grosscup In tended to spend a few days at this point eating home-cured bacon and watching the game chinook do athletic stunts in midchannel. But Mr. Grosscup had no time for this pastoral existence. Instead he plunged immediately into the balmy Spring weather and got out among the pines, where he could breathe freer. From Cascade the vacation party meandered up the Columbia River Valley to White Salmon. Thus Mr. Grosscup inno-cently turned his vacation footsteps in the ction that Northern Pacific surveyors took months ago as they sought an outlet for Mr. Meilen's road down the north side of the Columbia River. Then quite by chance Mr. Grosscup, in his desire to commune further with nature pulled hard on the starboard line and the nose of his faithful charger was pointed out over the Kilekitar County lands toward Columbus. Country in the second s

From Goldendale the two hied selves onward to Toppenish and the Yakima. They may have reached Yakima by this time or they may be loltering along the way looking for nice locations for grade stakes, or in a purely holiday spirit, speculating upon the possibilities of certain streams as the home of numerous catfish.

Innocent though the remark may have been, there are men versed in the waya of railroads who recall it now that Mr. Grosscup is authority for the statement that when the Northern Pacific came to Klickitat County it would go in by the back door. Interpreted, this meant that when Mr. Mellen was ready to lay rails he would begin the spike-driving process at some point-probably Toppenish-on the main line, and hunt for an outlet to the Columbia down in the valley, Mr. Grosscup, instead of following the plan that the Northern Pacific is reputed to possess, climbed over the railing of the verandah and marched boldly out again by way of he rear entrance.

Had Mr. Grosscup started at Yakima or Toppenish to ride over the route he has covered one would be a very poor observer of the trend of public events who did not conclude there was "railroad business" in-volved. But when Mr. Grosscup begins his pligrimage at the Columbia and emerges from the wilderness at Toppenish it is merely a vacation jaunt, and those rall-road men who perceive another motive for the trip are wasting time discussing a busy man's outing.

WALLACE GLASS BLOWERS

Will Be in Portland All This Week, Commencing Tuesday Evening.

During the coming week the storero on Sixth street, between Alder and Wash-ington, will be occupied by an entertain-ment so meritorious in every respect as

to deserve a visit from all. The Wallace Glass Blowers, whose reputation has preceded them, will give their opening exhibition Tuesday even-ing, and will continue all week, giving ing, and w two exhibi tions daily.

Women Work for the Fair.

FORTLAND, May S .- (To the Editor.)the men, have a great undertaking on their hands, and we of Portland, being in the immediate center, must of necessity take the initiative in setting this great work in motion. Naturally the spirit and energies manifest here will permeate the whole Northwest, hence our responsibili-ties are double. In view of all this, let us try to forget our little selves, our lit-tle friends and foes severally and collec-tively, and above all the unkind words ere they are spoken, and have but one common thought, the Lewis and Clark Fair, the success of which rests upon the united and harmonious efforts of all, Come one and all to the Lewis and Clark woman's meeting Monday afternoon and enroll yourselves among the willing work-ers for the Fair, which we must make great. MARY OSBORN DOUTHIT,

BUSINESS ITEMS.

If Baby Is Cutting Teeff

Be sure and use that old and well-to Mrs. Winslow's Bothing Syrup. testhing. It mothes the child notice allays all gain, ourse wind collo an

Grosscup's thoughts turn to vacation periods like the gentleman's in the clas-sle, "when the weather is warm," not