Up-stream dredging has been given a month's test on the Columbia River, and has been found to work good results. President Hughes, of the Port of Portland smission, is therefore the happlest man in this big town, Engineer J. G. Keliey, in his first monthly report to the commis-sion, says it is evident that the current is materially widening and deepening the cut made by the dredge. This is what Mr. Hughes predicted would be the ef-fect of up-stream dredging. Engineer Kelley is planning to equip himself with fect of up-stream dredging. Engineer
Kelley is planning to equip himself with
maps, charts and instruments so that the
his victim, but missed him. Commissioners, should they decide take a trip to the mouth of the Colum bla, may make soundings as they go.

Never since the dredge was built has it
been worked so hard as it was in April.

The result is shown in the report of Engineer Kelley, which is appended:

The dredge was engaged during April in excavating a channel through the bar on the Columbia River between Reeder's and Knap's Landing, beginning work at the lower end and working up stream. "The first 15 days of the month were occupied in widening about 500 lineal feet of the channel at the lower end of the bar by excavating along the shoal on each side, and leaving the same about 600 feet wide at the lower end and 200 feet wide at the upper end between con-tours of 25 feet in depth at low water,

and having a depth of over 30 feet at low er nearly the full width excavated. During the balance of the month, from 11 15, the dredge was excavating a straight channel on a center line, and has ut a channel 2700 lineal feet in length, having a mean bottom width of over 230 feet at a depth of 25 feet at low water, and a mean bottom width of over 120

feet at a depth of 30 feet at low water.

"The mean depth of water over the same line left by the dredge was about 314 feet at low water, and a mean depth er the same line, as shown by soundings taken May 7, is about 52 feet at low water. The mean bottom width of channel cut by the dredge was 190 feet. "From 6 A. M., April 18, through the

"From 6 A. M., April 18, through the balance of the month, or 234 hours of actual working time, 220) lineal feet of channel was excavated, which is equal to nearly 9% lineal feet per hour. From 12:30 P. M., April 27, to 10:30 A. M., April 30, an actual working time of 61.2 hours, a channel 380 lineal feet long was excavated, making a total excavation in this time of approximately 18:500 cubic varies. time of approximately 18,600 cubic yards, equal to about 43 cubic yards per hour, and about 3% linesi feet of cut per hour, "The material dredged during the month

was mostly a coarse sand, having some fine gravel and chay mixed with the same in different sections of the cut. The dredge has been working in from \$7\$ to 41 feet of water, and is discharging the excavated material through about 600 lineal feet of pipe, on the Oregon side of the channel.

SUMMARY OF WORKING TIME. Hours, Min. Total working time Total time working ... Percentage of working time lost, 14.8.

DISTRIBUTION OF LOST TIME. Hours, Min. rmy weather ... Shifting dredge Shifting dredge for ships.... Shifting anchors learing suction
epairs to centrifugal pump
epairs to boilers
cepairs to discharge pipe elbow.
epairs to spuds

Total ... 91 50
"Boiler pressure, 150 pounds; vacuum pressure, 24 inches; temperature of feed water, 155 degrees.
"Revolutions of main engine, 172 per minute: indicated horsepower of main engine, 463.5; estimate horsepower of other engine, 30; total horsepower, 433.8.
"Fuel consumed—Slabwood, 358 cords; cord wood, 157 cords; total, 555 cords; amount of wood used per hour, nearly one cord.

at the present time, it is evident that the current of the river is materially widening and deepening the cut made by the dredge. To what extent the characteristic and those taken to coat, folded up on the seat, while the third buried itself in the wagon. In the semidarkness, Blane sprang to the ground, with the reins in one hand fore commencing the excavation of a channel, while the excavation is in prog-ress and after the channel is completed.

provide against the loss of time caused by break-downs, etc., the dredge, tug and barges should be overhauled at an early date, and the necessary repairs made, the extent of which is being esti-

IN THE SEVERAL COURTS. Demurrer in the Gilbert Suit Argued by Numerous Counsel.

The time of the United States Court was taken up yesterday forenoon in hearing the argument on demurrers filed by Tilmon Ford, A. T. and F. N. Gilbert to the complaint in the suit of Emma Johnson vs. Tilmon Ford, as administrator of the estate of William Cosper, and A. T. and F. N. Gilbert, and their wives et al. There

various defendants. jurisdiction on the question, and the juris-diction is in the County Court of Marion to cheer for the Falls team. "Trilby"

William Sherlock's Estate. William Sherlock's Estate.

The inventory and appraisement of the estate of William Sherlock, deceased, was filed in the County Court yesternay by the appraisers. A. H. Breyman, Henry Hewett and George Lawrence. Jr. The total valuation is \$167,655. There is \$33,84 cash, notes \$5508, 755 shares Swan Island Real Estate Company, valued at \$4500, eight shares stock Portland Hotel Company, and other personal property. The pany, and other personal property. The real estate comprises lot I and north one The real estate comprises not I and north one-half lot 2 block 1f. Portland, appraised at \$20,000; lot I, block 4f. Portland, \$5,000; also Sixi56 corner of Twenty-first and Wash-ington streets, valued at \$5,500. There are also numerous lots in Sherlock's addition,

Court Notes.

The Portland Trust Company has filed suit in the State Circuit Court against C. A. Wass to foreclose a mortgage for \$200 on a parcel of land on West Madison street. Esther Lyons, the actress, is made a parry defendant to protect her interest in the sult because of a judgment she

CURRENT HELPS DREDGE

bolds against Wass. Esther Lyons was leading lady in one of John F. Cordray's stock companies, and Mr. Wass was formerly a partner of Cordray. Miss Lyons sued for alleged breach of contract, having been discharged prior to the end of her engagement, as she asserted, without the agreed notice.

R. C. Shown has sued Jane E. Shown for a divorce, because of desertion said to have occurred at Portland in 1888. They were married in Kansas City in 1876. There are not minor children or property rights involved.

John F. Logan was admitted to practice

John F. Logan was admitted to practice in the United States Court yesterday.

FIRED THREE SHOTS. Driver of a Bakery Wagon Held Up by a Highwayman.

A highwayman made an unsuccessful attempt to rob Alexander Blane, driver for a baker, about 5 o'clock yesterday morning at Park and Clifton streets,

ISTHMIAN

RELATIONS OF COLOMBIA AND THIS

COUNTRY.

Efforts to Block Legislation-Tactic of Opposition to Isthmian Water-

way-Old Attack in New Form.

A new isthmian canal scheme has been exploited in detail in a number of newspapers throughout the country, writes J. D. Whelpley, in the Washington Star. This time it is announced that J. Pierpont Morgan, at the head of an influential syndicate of well-known business men and politicians is going to buy the men and politicians, is going to buy the Panama Canal from its French owners and complete the work of opening this channel to commerce without expense to the Government of the United States.

Carefully analyzed, the story was ridiculously impossible, though the purpose in publishing the same was wade aleasing.

Blane drives the delivery wagon for a in publishing the same was made clearly

THE LATE FRANK S. BUCHTEL



Frank S. Buchtel, who died suddenly of acute pneumonia, Wednesday night after an illness of 24 hours, was one of the best-known young men of Portland. He was born in this city September 13, 1861. In youth Frank was of an athletic turn of mind, and took to baseball as his father did before him. He was a mem ber of the famous Star Club in the days when Lou and Frank Coulter, Bob Gels and Dan Malarkey and Willis Duniway were stars on the diamond. Many a game the Stars played with the Ed Lyons aggregation of Portlands at City View and the "Oaks." When the Willamettes were organized in the latter part of the '80s Frank Buchtel joined them. With Turnbull behind the bat, Tom Parrott in the box, Frank Buchtel at short field and "Jiggs" Parrott at third base, East Portland fans were not afraid to bet their whole pile against any team that could be organized in Portland. When the professional league was organized in 1890 the two Parrotts and Buchtel were promptly signed, and proved their abil-ity to travel with the fastest company brought from the East. With the disbandment of the professional league in 1892 Frank Buchtel retired from the dia-

The funeral will take place from the family residence, No. 16 East Sixth

The funeral will take place from the ramily residence, No. 16 Lost Street, at 2.30 this afternoon. Dr. Gue will conduct the services at the house, and industry Lodge, A. O. U. W., at Lone Fir cemetery.

A number of friends of Mr. Buchtel met last night in the office of Paxton, Beach & Simon to arrange to attend the funeral. Eugene Ferguson presided, and D. J. Beakey was secretary. Charles Mayer, D. J. Beakey and L. C. Coulter were appointed a committee to buy a floral piece, and Alfred F. Sears, C. N. Rankin and J. W. Beveridge to draft memorial resolutions. The resolutions were

............

sight work. The old poutoons of the pipe line were replaced with new ones, which are held up against the current by a wire cable extending along the same from a winch, on the after part of the dredge, to a pontoon anchored several hundred feet up stream from the outer end of the pipe line.

"Not a cent," answered the driver, and the stranger made a brimstone answer. Then he said a watch would do, but when Biane replied that his watch was at home the stranger became infuriated, and fired his revolver three times in rapid succession. One bullet passed through the ball another tore shreds in his "Not a cent," answered the driver, and Plipe line.

"From the soundings taken as the chanBlane's hat, another tore shreds in his

prove true will depend upon the local conditions, the nature of which will have to be determined by careful surveys and observations, which should be made by striking Blane on the breast with the butt of the revolver, and in the rough-and-tumble fight which followed, the robber dropped his revolver and escaped. The three revolver shots had alarmed people in the neighborhood, and a citizen telephoned to polica headquarters. Jaller Crate was sent out with the patrol wagon, and met Blane, armed by this time with the footpad's revolver.

"The fellow's gone," said Blane, grimly.
"I'm keeping watch to see if he returns
for his gun. I was too excited to notice for his gun. I was too excused his personal appearance. Glad I escaped

AMATEURS ON THE DIAMOND Fontellas and Oregon Citys Play at League Park Next Sunday.

At the meeting of the Pacific Amateur League last night it was decided to change the schedule and bring the Oregon was quite a formidable array of counsel City team to Portland for Sunday's game present, J. M. Gearin and S. T. Richardson appearing for the complainant, and Ford himself, and Messrs. Fenton, Slater, ver to open the season there, and as the Brown, Cake, Linthieum and Carson for Vancouver team is strong this season. they will give the Stephens team a hard The complaint was demurred to on the grounds that by plaintiff's own showing will play at the League Park Sunday at she was not entitled to the relief prayed for, and, further, that the court has not game in Portland for the season, a large Rankin will umpire here Sunday, and

Stutt at Vancouver.
Shea and Fleming, the Fontella battery, have signed with the Tacoma league team, and this loss will make the Fontella team about even with the other teams in the league. This is the last game the Fontelias play in Portland until June 26.

Multnomahs Against Mount Angels. Tomorrow at 3 P. M. the Multnomahs and Mount Angels will cross bats on the Multnomah Field. The college boys gave the M. A. A. C. a hard rub last year, and are said to have a stronger nine this season. Both teams are in condition to

WHAT SHALL WE HAVE FOR DES-

SERT

Chapped, rough, red, windburned, smart-ing skin made fair and lovely using Sat-in-Skin Cream and Powder. Sc.

time of the tug for taking soundings, and he had just served two customers, and he had just served two custo vocates to secure final consideration of such an enterprise by the United States Government. In the days of Mr. Huntington the Pacific roads were a strong fac tor in opposing the building of a water way by this Government. The community of interests coterie of railroad financiers has taken up Mr. Huntington's fight and has become far more influential than even he was himself with all his marvelous

and concentrated energy.

The Panama Canal corporation is fightthese days of vast aggregations of money
it would be easy to obtain \$200,000,000 for
such a conservative investment, was the years.

where one was sufficient.
The diplomatic surroundings of the Pananta Canal are interesting, for under the terms of the concession granted by the Government of the United States of Co-lombia the company possesses the exclu-sive privilege for excavation. This concession continues for 99 years from the opening of the proposed canal, and at the end of that time the Government of Co-lombia becomes the owner of the waterway. The company was given a right of way 1312 feet wide and about 47 miles, or the width of the isthmus, in length. In addition to this right of way the Panama rallroad land grant comprises 1,235,500 acres, with mining rights. While this land really belongs to the railroad, the canal company is so interested as to be its real proprietors.

As a compensation for the rights and privileges granted to the canal company the Colombian Government is entitled to receive 5 per cent of the gross revenue of the company for the first 25 years after the opening of the canal; from the twenty-fifth year it is to receive 6 per cent, from the fiftieth year to the seventy-fifth year, 7 per cent, and from that time till the ninety-ninth year, when the canal becomes the property of the Colombian lirish names. The Boulanger movement lirish names to us Count Dillon, in whose

ing for its life to prevent the construction of any canal by the United States. Even alone, this corporation has been able to do much to delay action, but allied with the opposition native to this country it presents a formidable front to the enemy. To give the impression to the people of the United States that the building of an isthmian canal was properly within the domain of private capital and that in real purpose of this lurid tale. It was, in brief, but another broadside in a warfare which has been in progress for many

the merits of the Nicaragua and Panama canal routes and allowing that they are equally feasible, equally practical and can be built for about the same amount of ioney, it is the complications which present themselves in the diplomatic and le gal field which make the Panama enter prise so difficult of assimilation by Ameri-can energies. The Panama Canal people have insisted for many years that their only purpose was to build the canal as originally contemplated, and that they had no intention or desire of selling to the United States. Their fight has been made against the construction of other proposed canals which would militate against raising money for their own enterprise and possibly bring about two waterways

or another, such as an extension of time limits on franchises, so-called "loans" have been extracted from the company by the government to the amount of sev-eral million dollars.

The United States is practically supreme

on the Isthmus of Panama by the treaty of 1848, made with the Colombian Government, then known as the Government of New Granada. No matter who built the Panama Canal the United States would

Panama Canal the United States would practically maintain a protectorate over the territory through which it passed, unless some change was effected under present treaty obligations. The treaty now in force, besides making the usual stipulations for no discrimination against American goods or against American citizens, provides as follows:

"To secure to themselves the constant and tranquil enjoyment of these advantages and especial compensation for the said advantages... the United States guarantees positively and efficaciously to New Granada by the present stipulation the perfect neutrality of the before-mentioned isthmus, with the view that the free transit from one to the other may not be interrupted or embarrassed in any future time while this treaty exists, and in consequence the United States also guarantees in the same manner the rights of sovereignty and property which New of sovereignty and property which New Franada has and possesses over the said

Granada has and properly which are add territory."

It has been recently denied emphatically that the Panama Canal Company had any connection with the Panama Railroad Company. This is not true, for the old canal company, the railroad company and the new canal company are inextricably associated together. The 65,000,000 francs capital of the new Panama Canal Company is divided into 650,000 shares of 100 francs each, of which 65,000, representing 5,000,000 francs, have been given to the Colombian Government, according to previous agreement. One-haif of the capital of the new company was paid in by organizers of the old company, and by certain individuals sentenced by the French courts to make a restitution of money stolen from the old company, by public subscriptions, and from one or two other sources. The capital bears no interest, and by the terms of agreement with the sources. The eapital bears no interest, and by the terms of agreement with the old company it must be entirely devoted to the expenses of the administration of the company, to the carrying on of the work of the canal and in payment of \$20,000,000 to the old company for the acquisition by the new company of the Panama Railroad in case the completion of the canal shall be found impossible. In consideration of this agreement to buy the railroad in case the canal is not built and an agreement to share half and half the profits of the canal if it is built, the old canal company transferred all its right, title and interest in the work on the isthmus to the new company, and also a controlling interest in the Panama Railroad. ources. The capital bears no interest

pany, and also a controlling interest and the Panama Raliroad.

The Panama Raliroad was originally build by an American corporation at a cost of about \$3,00,000; the road was sold to the old canal company for \$7,000,00, but under the terms of its concession and to retain a protectorate by the United States an American board of directors has always been maintained. There are 70,000 shares in the Panama Raliway, and 68,500 of these now belong to the new canal company in trust until the conditions outlined have been fulfilled. The other 1500 shares are held by Americans, residents of

Paris.

From this brief glance at the relations existing between the old canal company founded by De Lesseps, with its 200,000 or more French stockholders the new company, consisting of an inner circle of promoters from the old company, the Panama Rallroad, with its uncertain title and divided ownership, the Colombian Government with its financial interests and treaty obligations, and the United States Government, with its protectorate States Government, with its protectorate over all, it can be readily understood no man, not even J. Pierpont Morgan, can make an offhand proposition to buy the property and convert it into a purely American enterprise. New treaties between the countries interested, the United States, Colombia and France, new concessions to a corporation undertaking the construction and a fulfillment of all financial obligations to the many different parties interested would be but a few of the preliminary moves, none of which could be made except with the widest publicity.

It can be stated upon the highest au-It can be stated upon the nighter ac-thority that Mr. Morgan, when in Wash-ington, did not broach the subject of an isthmian canal to either President Mcisthmian canal to either Fresident Mc-Kinley or Secretary Hay—in fact, the en-tire story was an ingenious canard in-spired by a deliberate intention to fur-ther confuse the canal situation.

perintendent of the Union Pacific Railway for a number of years, and superintendent of the Oregon Short Line, heart failure at his home, 574 Rodney ave nue, Upper Albina, at 4 o'clock yesterday afternoon. While his health had been afternoon. noor for several years, he seemed recently to be improving, and especially was this noticeable for several days past. His death was very sudden. Mrs. Molloy was at home with him at the time. A physi cian was summoned, but nothing could



Lawrence Molloy

be done. Mr. Molloy was a native of Massachusetts, and 50 years old. He was a railroad man by profession, and from the lowest position he climbed to that of general superintendent of the Union Pa-cific Railway Company, and was with the company 24 years. He was superintend-ent of the Oregon Short Line for two and a half years, retiring from that position a short time ago. He came to Portland from Wyoming last October in the hope that a change of climate would be benficial. He was a member of the Knights of Pythias, the Masonic order and the Mystic Shriners, of Cheyenne, Wyo. A wife, four sons and a daughter survive him. Two sons are in Cheyenne in the service of the Oregon Short Line, T. C. Molloy, another son, is employed by the O. R. & N. Co., in Portland. The body will be shipped to Cheyenne Sunday morn-

The French-Irish.

Gentlemen's Magazine France, with its MacMahons, O'Nellis Government, 8 per cent,
The interest of the Colombian Government in the Panama Canal has not been entirely prospective, for, upon one pretext

gardens the Floquet duel was fought. Most of the Franco-Irish, though 200 years may have passed since their ancestors left our shores, have preserved a great affecting of it, "and that they had come back

Special Offer in Youths'and Children's Clothing TODAY AND TOMORROW ONLY.



Young Men's Suits Ages 14 to 20-Up to date in every detail and made of newest effects In fancy sultings and pure-dye blue serges, now being sold elsewhere at \$15 and \$16.50. Our price only \$12.

Boys' Vestee Suits at 1-3 off the regular price. No reserve. Everything must go. We have too many.

\$3.00 Vestee Sults \$2,00. \$4.00 Vestee Suits 2.65. \$4.45 Vestee Suits 3.00. \$5.00 Vestee Sults...... 3.35. \$5,75 Vestee Sults 3,65, \$7.50 Vestee Suits 5.00.

All these Sults are marked in plain figures and you will find our original price from 50c to \$1.50 less than any other firm in Portland.

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tion for Ireland, and each St. Patrick's day sees a certain number of them united to celebrate the feast of Ireland's patron saint. I had the pleasure of being pres-ent at one of these "diners de St. Pat-rice," under the presidency of the Vicomte O'Neill de Tyrone, a charming nobleman, who claims descent from Owen Roe O'Neill. Among Irish names in France I may

ways been maintained. There are 70,000 shares in the Panama Railway, and 68,-500 of these now belong to the new canal company in trust until the conditions outlined have been fulfilled. The other 1500 shares are held by Americans, residents of New York, who are each year selected as an American directorate by the real owners of road and canal, who reside in Paris.

From this brief glance at the relations is a Baron O'Tard de la Grange and a Comtesse O'Pole; and I have also seen in a list of students O'Diette and O'Lanyer. These are to be distinguished, of course, from such noms de guerre as O'Monroy, O'Diu, O'Squarr, etc. Your average Frenchman takes the bearer of name with an "O" or "Mac" as a

TICKING OFF THE MILES.

There Are Several Ways of Doing It More or Less Accurate.

"There has been some picturesque fic-tion written about the ease with which railroad men and drummers are sup-posed to tick off the miles as the train speeds along, from things they can see from the car window," said a railroad conductor to a Washington Star report-

er recently.

"There is only one strictly accurate way, and that is to seat yourself on the side of the train from which may be observed the white mile posts that line the road and hold your watch on them. If you have a split-second watch it will prove interesting to note that while you made one mile in 60 seconds the next was made one fine in to seconds the feet was covered in 53, and the third in 70 sec-onds, and so on, as the speed of the train increases or slackens. You may also follow around the little second-hand on an ordinary watch. It kills time.

'Some pretend to say that they can tell the speed of the train by counting the telegraph poles. If there were an exact number of telegraph poles to every mile this might be done by a little figuring, but there is a difference. The number of telegraph poles to a mile va-ries from 33 to 40, depending upon the straight stretches and the curves in the track, the latter having more poles than the former. So, you see, it is not as easy as the drummer would have the other passengers believe.

"If the poles are planted 33 to the mile they are 160 feet apart, and every 11 passed represents a third of a mile. If placed 40 to a mile, they are 132 feet apart, and every 20 represents half a

mile.

"These are easy figures to remember, and by applying them on a journey a passenger may obtain an idea, more or less accurate, of the speed of the train.

"Another way is to attempt to count the clicks of the wheels of the truck of your car as they pass over the rails where joined. The rails of the roads as where joined. placed today are too evenly joined to arrive at an exact determination by this method, because, if you miss two or three joints, your calculations are thrown

out as to accuracy.

"However, there are railroad men who cannot tell you the number of rails to the mile of their own roads, and rails vary in length, the average being 30 feet, some 33 feet and some 60 feet. At 30 feet there are 176 rails to the mile; and if you can count 176 consecutive clinks as your train files along you may determine its speed, and not otherwise.

Twenty years ago a rail weighing 50 or 56 pounds to the yard was considered heavy. Today the average weight is 80 and 90 pounds, favoring the former; so the average rail in use now weighs 800 pounds. If there are 175 rails to the mile, each separate mile of rails weighs 140,800 pounds, and on a four-track road 563,200 pounds of cold rolled steel hold

up the cars to every mile.

"As New York is 21 miles from Washington, on each of the two four-track lines of railroad between the two cities, at the above average weight of rails, the earth holds up 502,268,800 pounds of steel.'

> The Plucky Rector. World's Work.

Dr. W. S. Ransford had started a mission school in the back rooms of a saloor on Avenue A, and at one of the first sessions found a big rufflan in possession, greatly to the discomfort of the teacher. Told to go out, the fellow informed Dr. Raineford that he would see him further first. The doctor talked peaceably enough to the blackguard, hoping to avoid a disturbance, but when he swore at him again gave him his own medicine in a blow that felled him like an ox. The fel low arose, dazed and groping, to find the doctor standing over him, ready to have

"Have you got enough?" he asked. The man cried quits, and went his way. The Sunday school session proceeded.

A week later there was another fight The rector started in to clear the room persuasion having failed, and found the burly ruffian of the previous encounter at

to clean me out. I made sure my back was free and turned upon them. Imagine my surprise when I saw my customer of the week before grab the other by the neck and rush him to the door.
"'Here,' he said, firing him out," 'the rector and I can clean out this saloon! That was the last fight we had."

SHERIDAN, May 9 .- (To the Editor.)-Will you kindly tell us through The Morning Oregonian the meaning of the word "Pan," as applied to the exposition at Buffalo? Why is it called the Pan-American Exposition?

Y. H. EAKIN.

Constipation, which gives rise to many graver troubles, is cured and prevented by Carter's Little Liver Pills. Try them and you will be convinced.



beginning Monday, July 1, will be conducted in one of the rooms of the Portland Business College, corner Park and Washington streets It will be strictly a school of study, designed to aid teachers to higher grades in the August examination. Full particulars on application,

The Portland Business College is open all the year. Students may enter at any time, for special branches or a regular course, and rereive individual or class instruction, as prefer red. Call or send for catalogue. Learn what

and how we teach, and what it costs. A. P. ARMSTRONG, LL. B., PRINCIPAL D. P. THOMPSON, PRESIDENT

D. SOLIS COHEN - - - DAVID M. DUNNE

AUCTION SALES TODAY. At 165 First st., at 10 A. M. J. T. Wilson

MEETING NOTICES. HALL OF INDUSTRY LODGE, NO. 8. A. O. U. W.—Members, take notice and assemble at lodgerooms this (Friday) afternoon at 1:30 o'clock, from whence we will proceed in a body to East Sixth and Burnside sta, to attend the funeral of our late brother. Frank 8. Buchtel. All members of the order are requested to join us. Conveyance by care from the lodge hall to the East Side will be provided. J. P. MORGAN Master Workman. Attest: JOHN W. PADDOCK, Recorder.

MYRTLE CHAPTER, NO. 15, O. E. S.—Regular communication this (Friday) evening in Masonic Templa at 7:30 o'clock. Dime social. By order W. M.
JENNIE H. PETERSON, Sec.

The annual meeting of the stockholders the Portland Trust Company of Oregon will held at the company's office, 109 Third st., this city, this (Friday) afternoon at 3 o'clock E. J. ALTSTOCK, Secretary.

MULTNOMAH ENGINE CO. BENEVOLENT ASS'N.—Members are requested to attend the funeral of our late member. Frank Buchtel, at late residence. Sixth and East Burnside sts., at 2:30 P. M., May 10: By order of the President. W. T. STEPHENS, Sec.

HASSALO LODGE, NO. 15, I. O. O. F. Regular meeting this (Friday) evelning at y clock. Work in the second degree. Visitor welcome. HENRY BROWN, Sec.

DIED.

MOLLOY-In this city, at the late residence, 514 Rodney ave., Lawrence Molloy, aged 51 years, 3 months and 28 days. Notice of funeral hereafter.

FUNERAL NOTICES.

BUCHTEL—At the home of his parents, 18 East Sixth st. May 9, Frank S. Buchtel, aged 39 years. Funeral from the house this afternoon at 2:39 o'clock. Services at the house will be in charge of Dr. Gue, and at the grave Industry Lodge. A. G. S. W; will have charge. Inferment Lone Fir cemetery. nave cnarge. Interment Lone Fir cemetery. FRULLINGER—In this city, May 9, 1001, Mrs. D. N. Truilinger. The funeral will take place Saturday, 2 P. M., from the residence of her mother, Mrs. Durrer, 50 North Sixth at. In-terment Lone Fir cemetery. Friends in-yited.

vited.

CARLSON—Friends and acquaintances are respectfully invited to attend the funeral of Sophia, wife of John Carlson, which will take place from the St. James Lutheran Church, cor. Park and Jefferson ats. today at 2 P. M. Interment at Lone Fir commerz.

GRIFFIN—In this city, at St. Vincent's Hospital, May S. James H. Griffin, Funeral today (Friday) at 7:30 A. M. from the undertaking pariors of Dunning & Campion, 256 Burnside at., thence to the cathedral, 15th and Davis, 8 A. M.

EDWARD HOLMAN, Undertaker, 4th and Yambill sts. Rens Stinson, lady assistant, Both phones No. 507.

Finley, Kimball & Co., Undertakers Lady assistant. 275 Third st. Tel. 9.

NEW TODAY.

MORTGAGE LOANS On Portland real estate at lowest rates Titles insured. Abstracts furnished. Title Guarantee & Trust Co. DAILY METEOROLOGICAL REPORT. PORTLAND, May R - S P. M. - Maxim

emperature, 61; minimum temperature, 45; fiver reading at 11 A. M., 31.1 feet; change in the past 24 hours 0.5 foot; total precipitation 5 P. M. to 5 P. M., 0.63 inch, tetal precipitation since Sept. 1, 1900, 30.78 inches; normal precipitation since Sept. 1, 1900, 42.18 inches desiciency, 2.40 inches; total sursaline May 8, 0.14; possible sunshine May 8, 14.26. WEATHER CONDITIONS.

WEATHER CONDITIONS.

A few light scattering showers occurred today in Washington and Western Montana, but
elsewhere in the North Facific States generally
fair weather prevailed. It is generally cloudy
this evening in the Pacific Northwest. It is
warmer in Washington and Northwestern Oregon. The indications are for generally fair
weather in this district Friday.

WEATHER FORECASTS. Forecasts made at Portland for the 28 hour ending at midnight Friday, May 10t Portland and vicinity-Probably fair: varia

ble winds. Western Oregon and Western Washington Probably fair, except showers along the coast variable winds. Eastern Oregon, Eastern Washington and Idaho Generally fair weather; variable winds.

A. B. WOLLABER,
Acting Forecast Official.

MARQUAM GRAND—CALVIN HEILIG, MerMonday and Tuesday evenings, Mathematical May 13-14, Ernest Seton-Thompson, the great friend of wild animals, will lecture Monday afternoon, at 3 o'clock on "Personaity of Wild Animals"; Michdaylevethog, 3z 5:10, on "Wild Animals"; Michdaylevethog, 3z 5:10, on "Wild Animals"; Have Known"; Tuesday alternoon and evening's subjects to be announced later. Evening prices—Lower floor, steept last 3 rows, 31; last 3 rows, 35c. Balcomy, first 4 rows, 30c; last 5 rows, 35c. Balcomy, first 4 rows, 30c; last 6 rows, 36c. Balcomy, first 6 rows, 30c. Balcomy, first 6 rows, 30c; bar of theater 12 years of age, 30c to any part of theater. Martines prices—Entire lower floor, 30c. Balcomy, first 6 rows, 30c; last 6 rows, 20c. Bars and loges, \$5. Children under, 12 years of age, 20c to any part of theater. Seats now selling.

CORDRAY'S THEATER-

FLORENCE ROBERTS and Belasco, & Thall's Alcazar Stock Co., of San Francisco. Tonight (by request), "SAPHO." Saturds
Mathee, last performance of "CAMILLE.
Saturday night, farewell performance, "CAR
MEN."

Matinee prices same as evening prices, ex-ept balcony and family circles, which are 25c CORDRAY'S THEATER-

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"ROANOKE."
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A Beautiful Story of Old Virginia.
Spiendid company of players. Une
icenic Equipment. Usual prices.

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THE LYNDONS,
Australia's greatest acrobatic song and dance ALICE WRENN. Serio-Con THE RYNERSONS, The Hypno PERITONIA,

Europe's Cleverent Agrulatic Clown THE GILLEN TRIC Novelty Clab Juggiera May Nealson Luonder, Hattle Ward, Lucilin Cromwell, all Portland favorites NEW TODAY.

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