CAMP AND FIELD SERVICE

THIRD REGIMENT, O. N. G., ENGAGES IN PRACTICE MARCH.

The Fourth Will Go Into Camp at Eugene—Eastern Oregon Companies at La Grande.

Adjutant-General C. U. Gantenbein yesterday issued the following order:

General orders No. 5.

Headquarters Oregon National Guard, Adjutant-General's Office, Portland, Or., June 5, 1901.

The troops comprising the National Guard of this state will be placed on camp, field or cruise duty for the year 1901 as follows:

I. The Third Regiment, Colonel E. Everett commanding, will perform a tour of seven days' field duty, from July 5 to July 11, inclusive.

II. The commanding officer of the Fourth Regiment will assemble his command in a camp of instruction at or near Eugene, for a period of seven days, from June 27 to July 3, 1901, including time of travel to and from encampment. The companies will leave their stations by the regular Southern Pacific trains arriving at Eugene, at 2:08 P. M., as follows:

Company B, Ashland, Thursday, at 3:55 A. M.

Company D, Woodburn, Thursday, at 10:14 A. M.

Company E, Roseburg, Thursday, at 11:05 A. M.

Company F, Salem, Thursday, at 11 A. M.

Company G, Albany, Thursday, at 12:30 P. M.

Company H, Grant's Pass, Thursday, at 5:30 P. M.

They will break camp Wednesday, June 3, 1901, in time to take the regular Southern Pacific trains, leaving Eugene for their home stations at 2:08 P. M. the same day.

III. The commanding officer of the First Separate Battalion will assemble his command in a camp of instruction at or near La Grande for a period of seven days, from July 5 to July 11, 1901, including time of travel to and from encampment. The companies will leave their stations by the regular O. R. & N. trains and return as follows:

Company A, Baker City, Friday at 3:30 A. M.

Company D, The Dalles, Friday at 12:50 A. M.

They will break camp Thursday, July 11, 1901, in time to take the regular O. R. & N. trains, leaving La Grande for Baker City and The Dalles at 9:05 P. M. and 7:15 P. M. or the same day, respectively.

IV. Troop A, Captain C. H. Young commanding, will perform seven days' field duty, marching from Lebanon to encampment of Fourth Regiment at Eugene, and return. Immediately upon arrival at camp near Eugene, the commanding officer will report to Colonel George O. Yoran, Fourth Regiment, for duty, and will be subject to his orders until his departure for Lebanon.

V. Troop B, Captain T. K. Muir commanding, will perform seven days' field duty, marching from Sumpter to encampment of the First Separate Battalion, near La Grande, and return. Immediately upon arrival at camp at or near La Grande, the commanding officer will report to Major F. A. Mead, First Separate Battalion, for duty, and will be subject to his orders until his departure for Sumpter.

VI. Light Battery A, Captain H. U. Welch commanding, will perform a tour of one week's field duty, from July 5 to July 11, 1901, inclusive. Target practice with 3.2-inch field pieces may be had by this organization to the extent of one-half of the ammunition now in its possession, and gatling gun and pistol practice in the discretion of the battery commander.

VII. The date and duration of the cruise of the Naval Battalion will be announced in orders at a later date.

VIII. The routes of marches and locations of camps will be in accordance with plans submitted by commanding officers and approved by the commander-in-chief.

IX. Officers and enlisted men ordered on field duty will wear the field uniform and equipment as prescribed in section 106, Regulations, omitting knapsacks and ammunition; those ordered on camp duty will wear the same uniform and equipment, including knapsacks and omitting shelter tent halves.

X. The hours of service and routine duties will be as prescribed in Regulations, section 306, subject to such changes as may be deemed necessary or expedient by commanding officers.

XI. Recruits, except cooks and members of the Quartermaster, Subsistence and Hospital Corps, enlisted subsequent to June 5, 1901, will not be permitted to participate in camp or field service, but will be left at their stations. This will not apply to re-enlistments.

XII. Pay and rations will be allowed for seven days.

XIII. A per diem of $1 will be allowed for each horse furnished by enlisted men, to be paid by the Paymaster-General, upon verification by muster rolls. The horses of each organization (with the name of the rider when practicable) to be mustered at the same time as the troops, and to be reported on pay-roll, form No. 20. Horses will be allowed as follows: aBttery, 42 horses; each troop one horse to each enlisted man participating; each regiment and separate battalion, one horse, for mounted orderly. Forage, but no per diem or transportation, will be allowed for officers' horses.

XIV. Sections 89-91, Regulations of 1901, authorize the enlistment of two cooks to each company, troop and battery, and section 482 authorizes the enlistment of one cook to each band. Enlisted cooks will receive fifty cents ($0 50) per day in addition to their pay as enlisted men. Organizations not having the number of enlisted cooks authorized by regulations will be allowed one civilian cook each at one dollar and fifty cents ($1 50) per day and transportation. All assistant cooks or helpers will be detailed.

XV. The Quartermaster-General will furnish the necessary transportation for troops, horses and material, and will provide the necessary tentage, camp equipage, forage, fuel, straw and all other supplies, including blank forms, upon the requisition of the regimental, separate battalion, troop and battery Quartermasters, approved by their respective commanding officers, except as hereinafter provided.

XVI. Tentage and camp equipage will be issued by the Quartermaster-General, without requisition, according to table of allowances published in circular No. 1, c. s., these headquarters, in ample time for use by the various organizations.

XVII. The Commissary-General will provide the rations upon requisition of the regimental and battalion commissaries and in cases of cavalry and artillery organizations by the acting commissaries of such organizations. These requisitions to be approved by their respective commanding officers.

XVIII. The Surgeon-General will make requisition on the Quartermaster-General for the necessary means, appliances and articles for the prompt and efficient care of the sick or wounded. He will personally or through officers of his department examine into and make recommendations in regard to the sanitary conditions of the camps of instruction, and will make a report to these headquarters upon the completion of the duties herein directed.

XIX. Requisitions for Quartermaster, commissary and medical supplies will be made and forwarded direct to the Quartermaster-General or Commissary-General within two weeks from the date of this order.

XX. The officers of the guard will, as soon as guard is mounted, make an inventory of all military property, uniforms, arms, equipments, etc., which each enlisted man of his guard has, and before dismissing his guard, on being relieved by the new guard, he will see that every man has all property he reported, and in case of loss he will at once report it to the company commander responsible for the property lost, and will make entry on the guard book of losses, or no loss.

XXI. Pay-rolls will be prepared and signed in triplicate the last day of camp, field or cruise service, and upon examination and approval by commanding officers will be forwarded without delay to the Paymaster-General. Stoppages for shortage or damage to property or for fines should be noted. Retained copies of muster rolls will be taken to camp, for purpose of filling in dates of enlistment on pay-rolls.

XXII. Commanding officers of organizations ordered on field service are authorized and directed to make purchases and expenditures necessary to provide fuel and forage for the care and subsistence of their commands. Troop commanders are further authorized and directed to procure the necessary wagon transportation allowed in circular No. 1, c. s., these headquarters.

XXIII. Commanding officers are charged with all details for the execution of this order not herein provided, and will issue such directions as may be necessary for the instruction and discipline of their commands and for a muster on the last day of their respective tours of duty. They will make a detailed report, accompanied by field map, of the tour of duty performed to these headquarters within two weeks after return to their home stations.

XXIV. The sale of spirituous liquors, wines, ale or beer, and all hucksters and auction sales are prohibited within camp limits.

XXV. All officers and men are reminded that camps are located and that bivouacs and exercises will take place on private property. Every precaution must be taken by all concerned to guard against any damage or depredation resulting from the presence of troops. Great care will be exercised to prevent the scattering of fires built for necessary purposes. All are especially cautioned against dropping lighted cigar stumps or burning matches where anything is liable to be ignited thereby. No fences will be disturbed without special authority, in each case, and then they will be replaced in the exact condition they formerly were. All gates opened during exercises will be carefully closed after the command has passed through. A noncommissioned officer of each command at each exercise will be especially charged with seeing that these requirements concerning gates and fences are complied with.

The commander of an organization from which any damage or loss results because of a disregard of these instructions will be held strictly accountable therefor.

XXVI. Colonel James Jackson, Inspector-General, is hereby detailed as instructor, to accompany Troop A from Lebanon to camp of Fourth Regiment, at or near Eugene, and Troop B on its tour of duty to camp at First Separate Battalion, at or near La Grande and return, and will report the result of their work to these headquarters. He will inspect the camp of the Fourth Regiment, Monday, July 1, 1901, and the camp of First Separate Battalion, Monday, July 8, 1901, and will report as provided in section 75, M. C.

XXVII. Brigadier-General Charles F. Beebe, Brigade Commander, accompanied by two members of his staff, is authorized to inspect the Fourth Regiment and the First Separate Batallion, at their respective camps.

XXVIII. The travel enjoined in this order is necessary for the public service.

By order of the Commander-in-Chief,

C. U. GANTENBEIN, Adjutant-General.

ANOTHER FAKER COMING.

San Francisco Sends Notice of an Oily Individual on His Way.

Another faker is said to be coming to town. Portland seems to be a Mecca for such gentry lately, and the fraternity of smooth and suave manipulators appears to have this city down in its notebook as an "easy" town. The latest representative of the profession, who is reported to be coursing his way in this direction, will get a cool reception, however, for merchants are "next" to him and are watching out with all their eyes. He represents himself to be a business man of unusual talents and attainments. He endeavors to obtain orders for the arrangement of business systems, methods and accounts, and uses all the wiles and arts of his trade.

San Francisco sends warning that this spick and span young fellow, about 30 years of age, short in stature, sleek, suave and confiding in manner, has left that place for pastures new, after a lucrative sojourn there of about a month's duration. The warning does not say to what degree the gentleman victimized the Golden Gate city. Inasmuch as the Californians rarely confess themselves swindled, and generally, when "worked," appear to take pleasure in seeing other cities go through the same ordeal, the admonition should have particular value.

The faker pretends to have met with great success in many cities of the United States, and has many seemingly genuine references from some of the largest and best-known concerns in the manufacturing, jobbing and retailing lines in the East. He is a person of exceeding oiliness and volubility, who fails not only to do what he claims to be able to do, but also grossly ill-uses the confidence reposed in him.

Portland merchants are not very sympathetic since being victimized about three weeks ago by an impostor and swindler who so impressed himself upon the confidence of business men that he cut stick, it is estimated, with about $500 of their precious money, although the sum was probably less. He cleared out for Puget Sound, but warning went after him, and he has evidently vanished into thin air, in so far as the ways and means of justice are concerned.

This worthy gentleman was gifted with all the self-assurance and smooth endowments of his profession, and was not at all hampered by the common name of Miller. He said he was traveling about the country getting signatures from the prominent business men of the United States to a petition whereby mercantile houses might obtain from the railway passenger associations of the United States interchangeable mileage tickets. So far, so good. Would the business men help along so worthy a cause? Why, of course; it was just what they had wanted to see started for a long time. Would they sign? Certainly. Were they willing to contribute a small fee to stand off the expenses of the estimable young gentleman? Why, yes; this was as reasonable as the other.

The lubricity of his polish and the suavity of his manner completely charmed a good many innocent merchants. He displayed all kinds of credentials, letters and recommendations. He was agent for the imposing "Commercial Travelers' Journal and Bulletin," an influential paper of New York, which, by the way, had never been published, but that secret was his own business. It had an office all right enough, as investigation proved, and that office was in a printing shop, but this was all of the aerial journal.

The petition to the Railway Passenger Associations further asked that traveling men be allowed baggage up to 250 pounds. Mercantile houses whose representatives carried no baggage were asked to give $10. Other firms whose drummers had baggage, and a good deal of it, were requested to contribute from $25 to $50. Of course, the young gentleman was not running around the country for the fun or the health of the thing, as the merchants knew and afterward discovered. Business men contributed with surprising alacrity, and were so "easy" that they are wondering now how it all happened.

However, when the swindler came upon George W. Werlin, of Closset & Devers, he met somebody who read clear through him. Mr. Werlin told the grafter he had telegraphed to New York to find out about things, and would get a reply that very day. He requested the gentleman to call around in the afternoon. However, the schemer had an excellent faculty for seeing through a millstone with a hole in it. He was shadowed by a detective to the railroad station, where he boarded a train for Puget Sound. The Sound cities and Spokane were put on their guard, and since then nothing has been heard of him.

This is the chief reason the newly advertised faker will get a chilly reception here.

Will Soon Be Self-Suporting.

The M. A. Ross post, G. A. R., and Woman's Relief Corps, at Pleasant Home, have managed their affairs so well that they will soon be self-supporting. The post and corps bought a lot and put a building on it. The building they enlarged, so there is a large hall on the second floor, a banquet hall with a pantry and a store room on the same floor. The income from rent will soon be large enough so that all dues to members of the post and corps will be remitted.

WHAT SHALL WE HAVE FOR DESSERT?

This question arises in the family every day. Let us answer it today. Try Jell-O, a delicious and healthful dessert. Prepared in two minutes. No boiling! no baking! simply add boiling water and set to cool. Flavors: Lemon, Orange, Raspberry and Strawberry. Get a package at your grocer's today. 10c.

SPECIAL NOTICE.

The Canadian Pacific will inaugurate their "Imperial Limited" service June 10. One hundred hours across the American continent. For further particulars call at Canadian Pacific office, 142 Third street.

VANDERBILT IS ASKED

WANTED IN NEW DIRECTORY OF NORTHERN PACIFIC.

If He Shall Decline, H. McK. Twombley May Be Elected—In Accordance With Recent Agreement.

NEW YORK, June 6.—The Evening Post says:

"W .K. Vanderbilt has been asked to accept election to the Northern Pacific board of directors under the reconstruction which is now under way, in accordance with the agreement between the Union Pacific interests and Mr. Hill. This left the selection of the Northern Pacific board to J. P. Morgan, but it is likely that all the names will be agreed to by the time he reaches this country.

"Mr. Vanderbilt has not given his acceptance of election to the Northern Pacific board, so far as could be learned today. If he declines, H. McK. Twombley will be asked to go into the board. Both Mr. Vanderbilt and Mr. Twombley are directors of the Chicago & Northwestern. Their election to the Northern Pacific board will not, however, indicate an interest of the Northwestern in the Northern Pacific stock so much as it will a desire to operate that property in the interest of harmony among the Western railways. The other new names to be selected for the new Northern Pacific board will represent just as broad-minded purposes as would Mr. Vanderbilt or Mr. Twombley."

Clash Ended in a Compromise.

NEW YORK, June 6.—The Press tomorrow will say:

"W. K. Vanderbilt, or a representative of the New York Central system, will be elected a director of the Northern Pacific Railway. Samuel McCrea, a vice-president of the Pennsylvania, will enter the directorate of the Atchison, Topeka & Santa Fe Railroad. These changes come supplementing the election of one of J. P. Morgan's partners as a member of the directorate of the Atchison company, and the election of W. H. Moore, an associate of Mr. Morgan, as a director of the Rock Island. They indicate complete harmonization of the important railroad interests of the country. The clash between important banking interests has ended in a compromise, and included in the compromise is the introduction of both the New York Central and Pennsylvania interests into the lines operating from Chicago to the Pacific Coast. The election of directors which has taken place and those in prospect in the West merely are steps toward carrying out a grand scheme of consolidation. Most important, of course, among these details, is the probable election of W. K. Vanderbilt or a representative of the Vanderbilt interests to the directorate of the Northern Pacific."

GROSS EARNINGS FOR TAXATION.

How the Basis Shall Be Determined Discussed by Commissioners.

SAN FRANCISCO, June 6.—The National Association of Railroad Commissioners held a brief session this afternoon, devoting most of the time to the reading of papers on various subjects. Graham L. Rice, of Wisconsin, read a paper on "What Earnings of Interstate Railways Constitute Gross Earnings Within a State That Can Be Justly Assigned as Taxable When the Tax Is Upon Gross Earnings." Mr. Rice summed up his conclusions as follows:

"Where the tax is upon gross earnings all the revenue derived from the sale of transportation within the state and all other revenue derived from the permanent capital of the company within the state is justly taxable. The sale of transportation revenue should be based upon the revenues on train mileage basis and the miscellaneous income should be included as gross earnings for the purposes of taxation.

"It seems to me that it is useless, however, to make any report to this convention on this subject, inasmuch as there are but two or three states that have this system of railway taxation, and for the further reason that we have not a uniform accounting or bookkeeping by the railways. I would be pleased to see the Interstate Commerce Commission enforce the authority vested in that body to make all interstate railways adopt a uniform system of accounting."

J. C. Wilborn, of North Carolina, read the report from the committee on uniform classification of freight. The report suggests that Congress be asked to empower the Interstate Commerce Commission to establish a uniform classification of freight in interstate business. The hope of the commission is that such a plan of uniform freight classification might prove successful in interstate business and that the states would be willing to put the same classification in force in state business, thereby securing a uniform classification in all business and throughout the whole country.

START FOR CROW'S NEST PASS.

Company Organized in Montana in Interest of Great Northern.

GREAT FALLS, Mont., June 6.—The organization of the Montana & Great Northern Railway Company, articles of incorporation of which were filed today, confirms the rumor of the past six months that the Great Northern has acquired control of the Crow's Nest Pass coal fields across the line, and of vast timber interests in the northwestern part of this state. James N. Hill, T. T. Sawyer and M. D. Grover, of Minnesota, and G. T. Gross and I. Parker Veasey, of Montana, are the incorporators of the new road, which is practically an extension of the Great Northern into its newly-acquired possession. The capital stock is $10,000,000, divided into 100,000 shares of a par value of $100 each, full paid and nonassessable. The proposed road is to extend from Jennings, Mont., on the Great Northern main line, north to the Canadian boundary, and thence to the Crow's Nest country.

C. & N. W. ANNUAL.

Voted Full Dividends and Has a Large Surplus Besides.

CHICAGO, June 6.—The annual meeting of the stockholders of the Chicago & Northwestern Railroad Company was held here today and the usual semi-annual dividend of 3 per cent on the common and the quarterly dividend of 1¾ per cent on the preferred stock were declared. The directors' annual report, which was approved, shows gross earnings of $43,015,977, and expenditures of $38,038,885, leaving a surplus of $1,641,977, exclusive of the income from lands. The proportion of operating expenses, exclusive of taxes, to the earnings, is 60.12 per cent.

Eugene S. Osborne, who for some time has acted as vice-president in place of M. L. Sykes, was formally elected to that position. The following directors were re-elected: Marvin Hughitt, N. K. Fairbanks, James Stillman, Oliver Ames and Zenas Crane.

BIG DAMAGE VERDICT.

Jury Awards G. W. Simmons $20,700 in Action at Pendleton.

PENDLETON, June 6.—The jury in the Simmons damage case against the O. R. & N. Co. this afternoon found for the plaintiff in the sum of $20,700. G. W. Simmons sued for $40,000 for injuries alleged to have been received while in a caboose at Kamela, riding from La Grande to Pendleton, an engine running into the rear end and wrecking the caboose. The accident occurred on May 18, 1900. The railroad company alleges that Simmons was "dead-beating" his way, contrary to orders, and that he had been told by the conductor to leave the train.

Rumor About Wisconsin Central.

NEW YORK, June 6.—Discussing rumors concerning the control of Wisconsin Central, which have been in circulation here for several days, the Commercial Advertiser says:

"Information relative to the future of the Wisconsin Central Railroad is of varied and indefinite character, but there is good reason to believe that negotiations affecting the control of that property are under way. According to advices from St Jaul, James J. Hill has been purchasing Wisconsin Central stock with a view of putting the property under the control of the Great Northern or the Northern Pacific.

"Another story is in circulation that either the Harriman syndicate or George J. Gould will buy the Wisconsin Central in order to eliminate a disturbing factor in the Western and Southwestern rate situation.

"At the New York headquarters of the Wisconsin Central the statement was made that no change had occurred in the control of that property."

GROSS AND NET RAILROAD EARNINGS.

Statement of Receipts for the First Ten Months of the Current Fiscal Year Compared With Receipts for Same Period Last Year.

	1900	1901	Increase
Atchison, Topeka & Sante Fe, gross	$38,846,192	$45,019,909	$6,173,716
Atchison, Topeka & Sante Fe, net	15,459,158	18,033,853	2,571,695
Chicago, Burlington & Quincy, gross	39,969,255	41,617,145	1,647,890
Chicago, Burlington & Quincy, net	15,410,553	15,180,190	*230,453
Chicago, Milwaukee & St. Paul, gross	33,356,828	33,580,830	*224,002
Chicago, Milwaukee & St. Paul, net	11,895,735	12,480,265	591,529
Great Northern, gross	24,777,355	24,063,073	*714,282
Northern Pacific, gross	25,028,931	26,872,562	1,845,631
Northern Pacific, net	13,536,403	13,564,713	28,310
Union Pacific system, gross	32,720,462	36,260,782	3,540,319
Union Pacific system, net	14,925,706	15,830,650	904,944
Southern Pacific system, gross	57,552,907	64,597,860	7,064,953
Union Pacific system, net	20,239,238	23,898,032	3,658,794

*Decrease.

Southern Pacific Meeting.

NEW YORK, June 6.—The directors of the Southern Pacific Company held a meeting here today. Martin Erdman, of the banking-house of Speyer & Co., was elected a director temporarily in place of James Speyer, who is abroad. No action was taken with regard to the declaration of a dividend.

A dispatch from Dallas, Tex., stating that Edwin Hawley is about to resign as assistant traffic manager of the Southern Pacific is denied. Mr. Hawley has charge of the Southern Pacific traffic matters in the East and he is a member of the company's executive committee.

Union Pacific's Good Report.

OMAHA, Neb., June 6.—The April report for the business transacted during that period by the Union Pacific and Short Line and Navigation Companies is just out and shows a gratifying increase. The gross receipts from all three lines for April were $3,418,737, an increase over the same period in 1900 of $356,173. The total expenses for the same period, including taxes, were $1,797,136, an increase of $278,088 over last year. The total surplus after all expenses were paid, amounted to $1,283,427, which was an increase of $78,085 over April, 1900.

Two Squaws Were Killed.

Early yesterday morning the express train due in Portland at 8:40 A. M. killed two squaws at the meshouse about five miles this side of The Dalles. As the train rounded the curve the engineer saw the two squaws riding a pony a short distance ahead, on the track. They paid no attention to the locomotive's warning whistle, and before the train could stop it was upon them. The horse escaped uninjured, but the two women were killed outright. The Coroner was notified of the accident.

Not Aiming for Crow's Nest Mines.

NEW YORK, June 6.—At the office of the Great Northern Railway it was specifically denied that the extension of the company's line in Montana bore any special relation to a move toward the coal deposits in the Crow's Nest Pass country in Canada. It was stated that there is to be an extension northward from Jennings to the Canadian frontier, but it was added that such is the limit of the present plans.

Increase of Cars and Baggage.

For the month of May just past the Norther Pacific Terminal Company handled 9908 freight-cars, 5285 passenger-cars and 37,552 pieces of baggage. In May, 1900, it handled 9651 freight-cars, 5037 passenger-cars and 33,540 pieces of baggage. Thus the increase in May, 1901, was 57 freight-cars, 248 passenger-cars and 4052 pieces of baggage.

Dividend for Denver & Rio Grande.

NEW YORK, June 6.—The directors of the Denver & Rio Grande road today declared a semiannual dividend of 2½ per cent on the preferred stock. No other business of public interest was transacted.

COMING ATTRACTIONS.

"Ten Nights in a Barroom."

The Janes-Ward Company will appear at Cordray's for a four nights' limited engagement, beginning Sunday, June 9. The play to be presented on the two first nights of the engagement is Mr. Ward's own revision of that greatest of all temperance plays, "Ten Nights in a Barroom," with all the newly added scenic effects, and also the never-to-be-forgotten Carrie Nation saloon-smashing scene, which is one of the great hits of the new piece.

On the last two nights will be produced J. J. McClosky's masterpiece, "Through by Daylight," which enjoys a good reputation as a scenic production, depicting life in New York.

The Ward Company carries all the scenery and effects necessary to stage this elegant production.

Camilla Urso.

The sale of seats for Camilla Urso, the world's greatest woman violinist, will open at the Marquam Grand this morning at 10 o'clock. Two concerts will be given, the first Monday evening, June 10, the second Thursday evening, June 13.

It was about 12 years ago that Mme. Camilla Urso, the famous violinist, appeared in Portland. Since that time a new generation has sprung up. Many of the young men and women who now patronize high-class music were then too young to be greatly interested in the interpretation of the great masters by a master hand on the violin. But let no music-lover, whether familiar with the name of Urso or not, miss the chance to hear her.

"Twa Hours at Hame."

"Twa Hours at Hame" is the novel title of a remarkably clever performance which will be given at the Marquam Grand Theater next Wednesday evening, June 12, under the auspices of the Portland Caledonian and Clan Meacleay Societies. The performers will be Gavin Spence, a celebrated Scottish reader and singer, and Miss Flora MacDonald, a young woman who has achieved fame by her clever singing of Scotch songs and her dancing. Professor James S. Moon, the celebrated piper, will also contribute several numbers, and the performance as a whole will be highly interesting to the public in general and the Scottish residents in particular, who are expected to turn out in large numbers for the occasion.

Norris & Rowe's Shows.

It is a well-known fact that Norris & Rowe's shows, starting a few years ago as a very small show, has grown year by year with such tremendous strides that today it stands as the largest trained animal show in the world. So familiar has the public become with the fact that each year sees enormous new argumentations, magnificent improvements and the addition of newly originated features, that the return of Norris & Rowe's shows always means that something new and different is to be presented. Great as have been the additions in the past, magnificent as have been the new departures inaugurated, never have there been such tremendous strides in advance taken as mark the one of the present year. Among this season's special features are Herr Setler and his troupe of dancing baby elephants. This act was especially imported for this season's tour from Berlin. Mr. Woodruff and his school of educated seals and sea lions is also a newcomer. These little animals play drums, tambourines, banjos, shoot guns, play ball and perform many other acts of intelligence. The aggregation numbers over 200 performing animals, and includes elephants, ponies, dogs, seals, sea lions, zebus, zebras, ant-eaters, monkeys, goats, pigs and foxes. A grand free street parade will be given Monday morning at 11 o'clock, at which time the entire company of animal actors will be seen decked out in their gay trappings. A clown band will be one of the features of the parade, and is said to be very funny. Performances will be given daily at 2:30 and 8 P. M., under the large waterproof tents, which will be erected at the corner of Eleventh and Clay streets, Friday night, Saturday afternoon and night Norris & Rowe's shows will consolidate with the Elks' circus."

TO A WIDTH OF 80 FEET.

Sub-Board of Trade Resolves on Widening Union Avenue.

After a discussion lasting for nearly two hours, at the meeting of the Eleventh Ward Sub-Board of Trade, northeast district, last night, it was decided that an effort should be made to secure the opening and widening of Union avenue to a width of 80 feet between Alberta street and the south line of the Lewis Love tract.

The meeting was largely attended. Charles K. Henry presided. The discussion of Union avenue was taken up at the start. Mr. Henry, as chairman of the committee on the opening of the street, made a verbal report, recommending a 70-foot street between Alberta street and Dekum avenue. E. Quackenbush, one of the owners of the Piedmont tract, by request made a statement of his position. He favored making Union avenue 100 feet wide, and said that he would be willing to be one of a committee of 15 to undertake the widening of Union avenue from East Burnside 100 feet wide to the city limits. Mr. Quackenbush said that while he favored making Union avenue 100 feet wide, he would not oppose making it 80 feet wide, provided all others would give the land for the widening. Mr. Henry and others continued the discussion, and it was finally moved and carried that the street committee be instructed to prepare a petition for widening Union avenue to 80 feet from Alberta street to the south line of the Lewis Love tract.

The committee on the repairing of Vancouver avenue reported that it had waited on the County Commissioners, and they had agreed to take up the repairing of the avenue at once.

To Work for 1905 Fair.

Secretary Easter reported that the membership roll contained 105 names, making it the largest sub-board in the city.

The following resolutions were then adopted.

Whereas, The State of Oregon has, by Legislative enactment, authorized the levying of a tax for the purpose of celebrating the 100th anniversary of the exploration of the Columbia River by Lewis and Clark specially commissioned by Thomas Jefferson for that purpose, the Legislature, by the same enactment, designated Portland as the place where an industrial exposition commemorating such event shall be held; and

Whereas, the commissioners appointed by the Governors of the Northwest States have very appropriately named this enterprise the Lewis and Clark Centennial and Pacific Exposition, and adopted "Where Rolls the Oregon" as the trademark; now therefore, be it

Resolved, by the Eleventh Ward Sub-Board of Trade, that it is the sense of this Sub-Board of Trade that the Lewis and Clark Centennial and Pacific Exposition be located in that part of the corporate limits of the City of Portland known as the University Park, and that this Sub-Board of Trade will unremittingly work for its location at that place.

BEARING ON EARLY OREGON

Portland Library Adds a Valuable Book to Its Large Collection.

The Portland Library Association has recently made a valuable addition to its collection of books bearing on the early history of the Pacific Coast, in the shape of the new rare three-volume edition of "Travels to the Source of the Missouri River and Across the Continent to the Pacific Ocean, 1804-5-6, by Captains Lewis and Clark," published by Longman, Hunt, Orme & Brown, London, 1817. This work is very rare, and it is not known that there is another copy of it in the Northwest. It was procured in London at a fairly stiff price.

Librarian Leach is beginning to be quite proud of the library's collection of works bearing on the early history of this region. Mrs. Dye, of Oregon City, author of "McLoughlin and Old Oregon," says she has looked through a number of the best libraries in this country, with especial reference to books bearing on the early history of this region, and finds that the Portland library has the best collection. An official of the Seattle library, who looked over the collection lately, said it was the best he had seen or heard of. It is eminently proper that Portland, being the principal city of the Pacific Northwest, should possess the best collection of books relating to the early history of this region.

The Library Association has also lately added to its collection of rare and curious books two volumes of early Mormon literature. One is entitled "Journal of Discourses, by Brigham Young, His Two Counsellors, the Twelve Disciples, and Others." It consists of "occasional addresses" by Mr. Young and the others, which were published in pamphlet form and had been collected and published in London in 1859. The second is a collection of pamphlets edited by Orson Pratt and published in Washington, D. C., 1853.

THE CANADIAN PACIFIC

Will inaugurate their "Imperial Limited" service June 10. This is a solid vestibuled daily train making the entire distance from Pacific to the Atlantic Coast in the short time of 100 hours. First-class and tourist sleepers every day to Eastern points. For further particulars call on or address H. H. Abbott, agent, 142 Third street.

Biliousness, dizziness, nausea, headache, are relieved by small doses of Carter's Little Liver Pills.

DAILY METEOROLOGICAL REPORT.

PORTLAND, June 6, 8 P. M.—Maximum temperature, 59; minimum temperature, 49; river reading at 11 A. M., 20.7 feet; change in 24 hours, 0; total precipitation, 8 P. M. to 8 P. M., .02 of an inch; total precipitation since September 1, 1900, 41.49; normal precipitation since September 1, 1900, 44.27; deficiency, 2.78; total sunshine June 5, 1901, 0:36; possible sunshine, 15:36.

WEATHER CONDITNONS.

Light showers have occurred in Western Washington and Northwestern Oregon during the last 12 hours, but the weather elsewhere in the Rocky Mountain and Pacific Coast States has been fair. It is much warmer in the Great Salt Lake Basin. The indications are for fair and warmer weather in this district Friday.

THE RIVER.

The height of the river at 6 P. M. was 20.7 feet. It will fall slightly during the next few days.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending midnight, Friday, June 7, 1901:

Portland and vicinity—Fair and warmer; northwesterly winds.

Western Oregon and Western Washington—Fair and warmer; northwesterly winds.

Eastern Oregon, Eastern Washington and Northern Idaho—Fair and warmer; variable winds; mostly northerly.

Southern Idaho—Fair, warmer west portion; variable winds.

EDWARD A. BEALS, Forecast Official.

Summer Normal

OF SIX WEEKS

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.

OPEN ALL THE YEAR

The Portland Business College is open all the year. Students may enter at any time, for special branches or a regular course, and receive individual or class instruction, as preferred. Call or send for catalogue. Learn what and how we teach, and what it costs.

A. P. Armstrong, LL. B. Principal.

—Board of Directors.—

D. P. THOMPSON, PRESIDENT.

D. SOLIS COHEN - - DAVID M. DUNNE.

BASEBALL—TACOMA vs. PORTLAND—3:30 TODAY.

Are You Going to Buffalo?

If so, you will need a new outfit for traveling. So take advantage of our special offers. Only two days more. HERE THEY ARE:

Men's All-Wool Suits

In all the newest shades. Fancy cheviots, worsteds and serges. Well worth $20.00; two days more **$15.00**

SEE DISPLAY IN THIRD-STREET WINDOW.

Men's Fine Oxford Gray Suits

Cut in the newest styles. Worth $15.00. Two days more, only **$12.00**

A few sizes left in those odds and ends. Men's high-grade suits, two days more **$7.45**

BOYS' CONFIRMATION SUITS in black worsteds and cheviots, ages 14 to 19, $7.50, $8.50, $10.00.

Boys' Knee Suits in black, ages 6 to 16, $4.50 to $7.50.

Boys' $5.50 and $6.00 Russian Blouse and Vestee Suits, $4.45.

Sam'l Rosenblatt & Co.

The Popular-Price Clothiers — COR. THIRD AND MORRISON STS.

EXTRA! EXTRA!

Return of the Big Moral Shows. The Oldest, the largest and the richest Shows of the kind in world.

NORRIS & ROWE'S

BIG TRAINED ANIMAL SHOWS

Will Exhibit in Portland

Monday afternoon and night.
Tuesday afternoon and night.
Wednesday afternoon and night.
Thursday afternoon and night.
Friday afternoon

June 10-14

Performance daily at 2:30 and 8 P. M. Waterproof tents will be located at the

Corner Eleventh and Clay Streets

300—PERFORMING ANIMALS—300

Trained Elephants.
Trained Zebras.
Trained Zebus.

20—FUNNY CLOWNS—20

Trained Seals.
Trained Sea Lions.
Trained Goats.

SEE THE FUNNY CLOWN BAND

Trained Monkeys.
Trained Dogs.
Trained Anteaters.

BRING THE CHILDREN!

EVERY ACT AND FEATURE NEW THIS YEAR.

DON'T MISS THE NEW BIG PARADE

SEE.....

The troupe of dancing baby elephants.
The new Animal Fire Department.
The Marvelous Performing Seals.
The $30,000 Tableaux.
The new Animal Fire Department,
The Exciting Races.
The McGinty Family.
The Greatest Aggregation of Animals in the World.

Prices—Adults, 25c; Children 15c.

CLASSIFIED AD. RATES

"Rooms," "Rooms and Board," "Housekeeping Rooms," "Situations Wanted," 15 words or less, 15 cents; 16 to 20 words, 20 cents; 21 to 25 words, 25 cents, etc. No discount for additional insertions.

UNDER ALL OTHER HEADS except "New Today," 30 cents for 15 words or less; 16 to 20 words, 40 cents; 21 to 25 words, 50 cents, etc.—first insertion. Each additional insertion, one-half; no further discount under one month.

"NEW TODAY" (gauge measure agate), 15 cents per line, first insertion; 10 cents per line for each additional insertion.

ANSWERS TO ADVERTISEMENTS, addressed care The Oregonian and left at this office, should always be inclosed in sealed envelopes. No stamp is required on such letters.

The Oregonian will not be responsible for errors in advertisements taken through the telephone.

NEW TODAY.

GAS COKE IN ANY QUANTITY. PACIFIC COAST CO., Tel. 229. 249 Washington st.

Mortgage Loans

On improved city and farm property. R. LIVINGSTONE, 224 Stark st.

MORTGAGE LOANS

On improved city and farm property, at lowest current rates. Building loans. Installment loans. MacMaster & Bitrell, 311 Worcester blk.

Webfoot Hard Wheat Flour

Is the very quintessence of flour goodness. Best hard wheat; best milling. Makes loaves with most substance.

TIMBER LAND.

4000 acres, Nehalem, nearly solid body, very desirable. Price 15 cents per thousand. Timber is good; close to streams. I can give perfect title and deed in one hour.

R. M. WILBUR, 233 Stark.

MORTGAGE LOANS

On Portland real estate at lowest rates. Titles insured. Abstracts furnished.

Title Guarantee & Trust Co.

7 Chamber of Commerce.

Fine Country Home

For sale or lease, 5 acres on Portland Heights, near "Hewitt's Place," all improved; 3 acres in all kinds of fruit; good grounds, modern house, 250 chickens, 2 cows, 2 heifers, etc.; use of 34 acres adjoining for pasturage; 180 fine bearing fruit trees. Will be sold cheap; owner leaving Portland. Apply

ROUNTREE & DIAMOND, Brokers, 241 Stark Street, corner Second.

We Save You Money.

Best creamery butter	35c and 40c
Creamery butter	30c and 35c
Country butter	25c and 30c
2 dozen ranch eggs	25c
Sugar-cured hams	12½c and 13c
Picnic hams	10c
English bacon	12½c
5 lbs. lard	55c

Remember, Saturday is chicken day. Chickens will be cheaper.

Costa Rica coffee 20c

All goods retailed at wholesale prices. La Grande Creamery Company, 264 Yamhill.