SIX SHIPS WITH CARGO

EUROPEAN MERCHANDISE FLEET IS INCREASING IN NUMBER.

French Bark Eugenie Fautrel to Load at Antwerp—Lightship Arrives in Port.

French ships are not only coming out in ballast from Europe to load Oregon wheat, but they are also in the cargo trade. The French bark Fervaal was reported under charter to load general cargo at Antwerp for Portland a few days ago, and yesterday Balfour, Guthrie & Co. secured the French bark Eugenie Fautrel to load at the same port for Portland direct. The same firm also have on berth at Antwerp the British bark Earl Cadogan, which will come out by way of Port Los Angeles, and the British ship Riverside, at Liverpool. These, with a couple of vessels coming from Hamburg and Bremen by way of Honolulu, make a total of six cargo ships now headed in this direction. This is not a very formidable fleet under some circumstances, but when it is considered that a few weeks ago there was but a single vessel listed for Portland with cargo, the showing is a very good one.

Of the cargo ships coming by way of Honolulu, the Lord Shaftesbury comes from Hamburg to Meyer, Wilson & Co., and the Argus, from Bremen and Rotterdam, to Balfour, Guthrie & Co. Among the French fleet coming out in ballast from European ports is the Europe from Liverpool, Duguesclin, from Hamburg, and Bourbaki, from Limerick. With French vessels sailing out of Irish, English, German and Belgian ports for the United States in order to earn a bounty paid by the French government, the beauties of the shipping subsidy are illustrated to a nicety.

NIPPON IS PROSPEROUS.

Japanese Line to Seattle Will Increase Its Service.

The Nippon Yusen Kaisha, which is running steamers between Seattle and the Orient, will shorty increase the service by the addition of three new steamers. The Japan Herald, in commenting on the changed schedule, says:

"When the Nippon Yusen Kaisha first inaugurated the four-weekly service for this line, some years ago, with three steamers, it considered them to be quite sufficient to cope with commerce to and from Amrica via Seattle. By degreese, however, it was compelled to acknowledge its inadequacy to cope with a stupendous quantity of products pouring in from the continent and out of the Orient by the present liners employed. It was resolved, therefore, to build three new and fast steamers of largr tonnage to replace the liners heretofore employed. The outcome of this resolve being the launching of steamship Shinano Maru at Glasgow steamship Kago Maru at Nagasaki, and steamship Iyo Maru to follow shortly, thus completing the proposed programme laid out. However, in view of the ever expanding trade between the ports, feeling keenly the necessity of adopting some mans to meet the present requirements, the company finally decided upon employing three new liners of 6000 tons each in addition to the steamers at the present time running on the line; thus making six in all, thereby revolutionizing the present system employed by changing it from June, 1901, to a fortnightly service between Kong Kong and Seattle."

LIGHTSHIP IN PORT.

Columbia River No. 50 Arrives and Receives Noisy Welcome.

The Columbia River lightship, with all of her colors fluttering to the breeze, and looking not much the worse for wear, arrived up from the mouth of the river yesterday afternoon. She was given a noisy welcome as she came up the harbor, factory whistles, locomotives and about everything else that had steam and a whistle pouring out a resounding greeting. The steamer Ocklahama, which towed the vessel to Portland, answered the signals from shore, and there was all kinds of noise for several minutes. Aside from the loss of some paint, which gives her a weather-beaten appearance, the lightship does not look as though she had spent over 18 months in an exposed position on the weather beach.

Captain Joseph Harriman, who was in charge of the vessel when she was blown adrift, is still looking after her, and soon after she piled up on the beach he removed the most of her equipment and saved it in good order. For this reason, her boats, buckets and similar equipment do not show the signs of wear that are visible on the hull. Captain Roberts came up on the lightship and is pardonably proud of his success in floating her. The lightship was docked at the foot of Flanders street, where a big crowd had assembled to meet her. She will be repaired by the Willamette Iron Works, and will be ready to take her place on her station in about 20 days.

NORTHERN ROUTE SHORTEST.

San Francisco Oriental Steamers Have Severe Handicap in Distance.

The San Francisco Bulletin pays the following tribute to the northern route for trans-Pacific steamers:

The British steamer Tartar made the run from Yokohama to Vancouver in just 14 days, including a detention of six hours in quarantine. The City of Peking left Yokohama for San Francisco three days ahead of the Tartar and arrived one day later, making a difference of four days. But the Tartar came straight across, while the City of Peking made a detour to Honolulu, where she discharged and received freight. Where time is a consideration with Oriental travelers and shippers, vessels that make the most direct route from point to point will have the preference. In order that San Francisco may stand on a more even keel with Northern ports, one or more steamers every month should cut Honolulu. The northern is the shortest and has the cheapest fuel as a further advantage. When the big steamers now building for teh Pacific Mail Company are placed on the route, and the fires in their furnaces are fed with California oil, and Honolulu is left off the schedule, things will be much more evenly balanced than now on the China route.

Lively Lumber Trade.

The Knappton mills down at the mouth of the river are apparently never without a vessel loading at their docks. The barkentine Addenda got away yesterday afternoon for Callao, and had hardly crossed out to sea before the schooner North Bend crossed in to take her berth. The mill is cutting about a cargo a week, and as there is no rail or local trade, everything goes out by water. This makes the Knappton mill the best shipper on the Columbia River in that line of business.

Domestic and Foreign Ports.

ASTORIA, June 7.—Sailed, at 6:30 A. M.—Steamer Columbia, for San Francisco and steamer Elmore for Tillamook; at 3 P. M., barkentine Addenda, for Callao. Arrived—At 5 P. M., schooner North Bend, from San Francisco. Condition of the bar at 5 P. M., moderate; wind west; weather clear.

San Francisco, June 7.—Arrived—Bark Highland Light, Tacoma; steamer Arcata, Coos Bay. Sailed—Steamer George W. Elder, Astoria; steamer Matteawan, Tacoma; steamer Titania, Nanaimo.

Tacoma—Sailed June 6—Steamer Olympic, Japan.

Seattle—Arrived June 6—Steamer Bertha, from Kodiak; steamer Cottage City, from Skagway; June 7, steamer City of Seattle, from Skagway. Sailed June 6—Steamer Eilhu Thomson, for Valdez, ship Tacoma, for Bristol Bay; steamer City of Topeka, for Skagway; June 7, steamer Dolphin, for Skagway.

Port Los Angeles—Sailed June 6—Steamer Mineola, for Nanaimo.

Hamburg—Arrived June 6—British ship Scottish Isles, from Portland, Or.

Hiogo—Sailed June 3—German bark Wandsbek, for Astoria, Or.

Suez—Arrived June 7—British steamer Moyunne, from Tacoma.

Dover—Passed—Desterro, from Hamburg, for San Francisco.

Genoa, June 7.—Arrived—Georgia, from New York.

Hamburg, June 7.—Arrived—Previously, steamer Esostris, from San Francisco, etc., via Havre.

Suez, June 7.—Arrived—Monyune, from Seattle, via Nagasaki, etc.

Naples, June 7.—Sailed—Hohenzollern, from Genoa, for New York.

Moville, June 7.—Sailed—Ethiopia, from Glasgow, for New York; Tunisan, from Liverpool, for Montreal.

Queenstown, June 7.—Salid—New England, from Liverpool, for Boston.

Hamburg, June 7.—Arrived—Pretoria, from New York, via Plymouth and Cherbourg.

Queenstown, June 7.—Arrived—Lucania, for Liverpool, and proceeded.

Cherbourg, June 7—Sailed—Auguste Victoria, from Hamburg and Southampton, for New York.

Kinsale, June 7.—Passed—Northwestern, from Chicago, via Montreal, Quebec and Sydney, C. B., for Liverpool.

New York, June 7.—Arrived—Graf Waldersee, from Hamburg, Boulogne and Plymouth.

Southampton, June 7.—Sailed—Auguste Victoria, from Hamburg for New York via Cherbourg.

AT THE HISTORICAL SOCIETY

Many Interesting Relics Added to the Large Collection.

Many interesting relics of early days have recently been received at the rooms of the Oregon Historical Society, fourth floor of City Hall. Among them the following may be mentioned:

Lady's workbox, made in 1847 at The Dalles, by Rev. Alvan F. Waller, out of pieces of black walnut brought across the plains the previous year. From his daughter, Mrs. Mary A. Hall, Salem.

Currycomb, made by a crossroads blacksmith in 1820 at the point where Bucyrus, O., now stands, for Robert Reid. Brought to Oregon many years ago. From his son, Robert Reid, Salem.

Copper kettle (two-gallon), for use amout a fireplace. Made in Halmstadt Sweden, prior to 1841, and used constantly for 60 years. Loaned by Engard Sherback, Mount Tabor.

Old-fashioned pistol, with hammer under the barrel, found on Blue Butte, Cascade Mountains, in 1875, by Prevost. Donated by G. E. Bosworth.

Set of silver teaspoons given to Mrs. Mary Leake Garrison in Deerfield, N. J., on her wedding day, in 1818, and brought to Oregon in 1852. Mrs. Garrison was the mother of the late John B. Garrison. Mrs. Garrison died in this city in 1895. She lived at the corner of Fifth and Alder streets. Loaned.

Castor used on the table of Captain George Little, who commanded the frigate Boston, which captured the French ship Berceau during the administration of John Adams. From Mrs. Emma W. McKenzie, a grand-niece of Captain Little.

A Hudson's Bay ax plowed up by W. H. Warren on his farm on the Tualatin, 12 miles below Hillsboro. From J. R. E. Selby.

A black walnut ox-yoke, brought across the plains from Indiana in 1844 by John Perkins, North Yamhill. From G. W. Perkins, North Yamhill.

Two small match planes. These were obtained in June, 1852, by Stewart Hanna from the wreck of the bark Juliet, at the mouth of the Siletz River. From William Hanna, Fairdale, who used them a great deal before the days of machine-dressed lumber.

Turnkey, cupping instrument and medicine chest brought to Oregon in 1841 by Dr. Forbes Barclay. From his daughter, Mrs. Pratt, Oregon City.

Indian paddle, made of yew-wood, found on the beach of Whidby's Island the day after Colonel I. N. Ebey was killed. From Captain Edward Chambreau, Portland.

Skillet, or pone dish, brought across in 1844 by William M. Case, Champoeg. Donated.

Wooden bottom chair, made by J. W. Cleaver, at Milwaukie in 1850 for Captain Joseph Kellogg. Has been in constant use to date. From Captain Kellogg.

The Daily News, the first daily newspaper in Portland, Vol. 1, No. 20, May 29, 1850, from Mrs. C. J. S. Greer, McMinnville.

A tar bucket of 1846, from William M. Case. An indispensable adjunct to a wagon in crossing the plains.

The rooms are open daily for the benefit of the general public. Pioneers and their descendants are especially invited to call and revive old-time memories.

Y. W. C. A. RECEPTION.

Two National Officers Greeted by a Large Gathering.

The rooms of the Young Women's Christian Association wore quite a gala air last night with pretty floral decorations and throngs of bright-cheeked young women assembled to do honor to Miss Conde and Miss Barnes, two visiting members of the American or National committee, whose headquarters are in Chicago. There was a slight sprinkling of black-coated masculinity among the young women, but, on the whole, very few members of the Young Men's Christian Association accepted the invitation extended to the general public to be present. Mrs. Honeyman, president, was assisted in receiving the guests by the board of directors and several ushers. The decorations and refreshments were in charge of the entertainment committee, Miss L. H. Hurlburt, chairman; Mrs. R. W. Hoyt, Mrs. H. L. Mather, Mrs. Estelle H. Houghton, Mrs. A. M. Smith and Mrs. Henry Heggie. Mr. Wilder's orchestra discoursed sweet music, and a general sociable hour was enjoyed by everybody present. Miss Barnes, who is credited with being one of the wittiest speakers of the association in America, enlivened the guests with a bright talk that soon drifted into strong and earnest words of counsel. She complimented the Portland branch on the extraordinary growth it had made in so short a time, and called it the association's strongest baby on the continent. Miss Barnes is a factory specialist, her work carrying her largely among factory girls, and she told several interesting stories illustrating their hapless lot.

Miss Conde, whose province is college work, also spoke a few words along her own line of intercsts, dwelling particularly upon the Summer conference just held at Capitola, Cal., which embraced representatives from four cities and 23 colleges.

Yesterday afternoon Miss Conde had met with the Y. W. C. A. state board of Oregon, which has decided to engage a traveling secretary during three months of the year, California, Washington and Idaho to divide the rest of her time among themselves. The Oregon state board has 11 college branches of the Y. W. C. A., and this one city branch, to look after, in addition to the work in Washington and Idaho, both of which states fall within its jurisdiction. Miss Conde, being at the head of all the college work in the United States, has been able to give them valuable counsel.

GRAIN-O! GRAIN-O!

Remember that name when you want a delicious, appetizing, nourishing food drink to take the place of coffee. Sold by all grocers and liked by all who have used it. Grain-O is made of pure grain, it aids digestion and strengthens the nerves. It is not a stimulant but a health builder, and the children as well as the adults can drink it with great benefit. Costs about ¼ as much as coffee. 15c and 25c per package. Ask your grocer for Grain-O.

Greve's Ointment is needed in every home. It cures all skin troubles, burns, humors, etc.

Parker's Hair Balsam is life to the hair.

ALL EXPECT RAILROAD

CROOK COUNTY NEEDS IT FOR INDUSTRIAL DEVELOPMENT.

Columbia Southern the Most Logical Line for That Region—Scenery of Deschutes Canyon.

PRINEVILLE, Or., June 5—(Staff Correspondence.)—Though wool, sheep and cattle bring less money in Eastern Oregon this Spring than last, there is a general feeling of buoyancy throughout this interior region. Horses are looking up a bit, but in about the same degree the sheep business is looking down, the range being eaten out and more and more of it brought under fence as the seasons pass. Fences mean protection of pasturage for horses and cattle against sheep. The old freedom of an open range is fast passing away, and a new phase of the livestock business is coming.

There is also coming, or most of the people think it is coming, a railroad. This the old-timers regret and oppose, but even they seem to believe the railroad to be inevitable. Railroad hopes or expectations are the largest element in the buoyant feeling among the people. They look for the railroad to bring them a boom—a boom not to be local to Prineville or any other town in particular, but to the whole region tributary to the line. No very definite notion prevails as to the railroad that will soonest penetrate this country—whether it will be the Columbia Southern, the Corvallis & Eastern or the Nevada-California-Oregon. The Columbia Southern has made a survey for a line up the Deschutes, but this does not come within a dozen miles of Prineville. The transfer of a ranch over on Squaw Creek to a Mr. Hammond the other day gave rise to a rumor that President A. B. Hammond, of the Corvallis & Eastern, was preparing for an extension of his road into the Deschutes country. The record, however, shows that the transfer was to A. E. Hammond and that it was a comparatively small transaction, the consideration being only $2500, so that rumor may be regarded as baseless. There are all kinds of rumors in the air regarding the progress and intentions of the Nevada-California-Oregon Company, which now has a narrow gauge line from Reno, Nev., to Termo, Cal., and is said to be ready for an extension northward to Lakeview and even farther into Oregon, but most of these are wild.

As a matter of fact, so far as present developments indicate, the only railroad that may be said to be in sight of this country is the Columbia Southern, and there is little doubt that it will extend its track to the timber of the Upper Deschutes. One survey has been made up the canyon of the Deschutes River and another on the high ground to the eastward of that stream. The line on the high ground is believed to be preferable, the canyon of the Deschutes being deep and abrupt and for considerable stretches inaccessible from the bordering country. The other line is by no means without its grades, but they are lighter than would naturally be expected in a region like this, and the route is pronounced to be entirely feasible. Farewell Bend, on the Deschutes, about 45 miles southwestward from Prineville, will probably be the objective point of the next forward move of the Columbia Southern. A Wisconsin capitalist named Drake has established himself there and has planned extensive lumbering and irrigation enterprises, and already expended several thousand dollars on them. It is pretty safe to assume that he would not have gone to such an out-of-the-way place for his investments without satisfactory assurance that he should have transportation facilities. He is said to have an abundance of capital, and is going ahead confidently with his development enterprises.

This timber and the ores from the mines of the Ashwood district will give the new road revenue from the beginning. The livestock and general agricultural interests will yield a considerable volume of business at certain seasons of the year, but farming as an industry remains for the most part to be developed in this territory. With nothing but the local market to supply, there has been small incentive for general farming. When the railroad shall bring the markets of the world here to bid for farm products there will be rapid development of general agriculture, for the country is capable of it.

The people of Shaniko wish to retain the railroad terminus. It is now the goal of freighters for a hundred miles or more to the southward, and is the point of transfer between cars and wagons for all the traffic of this region. It is a brand-new town and it is growing. The extension of the railroad would take from Shaniko the terminal benefits it enjoys, but its local trade would remain. The business interests of the interior, however, demand a railroad, and they are not willing to remain shut up; that is, new business interests that yield traffic for a road. The lumber and the ores of this region will hardly stand teaming 50 to 100 miles to a railroad, though more than 100 tons of ore have been sent out from Ashwood this Spring. The enterprising business men of the interior are pressing for a railroad, and they will get it from one direction or another. Therefore the line that wishes this business cannot too long delay coming after it.

The Columbia Southern's present line through Sherman County, 70 miles long, has been successful to a surprising degree. It has given an outlet to a rich grain country and has been the means of greatly increasing the wheat production of the county. Settlers are spreading over the plain and thousands of acres of new land have been broken every season since the railroad was built there three years ago. It is scarcely to be expected that this record will be continued as the road shall progress toward the headwaters of the Deschutes, for the character of the country is different. There is a greater diversity of resources this side of Shaniko, and a large proportion of the country cannot be cultivated because of its rugged and rocky nature. This is one reason why this will always be a good country for livestock, why there will always be room for sheep here. Sheep will live where it too rough even for cattle and horses.

Most of the ranchers oppose the advent of a railroad. They say it will do away with the business of freighting by team and take out of the country the money now paid the freighters and by them expended locally for horse feed and for their own various wants. At the same time they expect the new railroad to charge about as much as the freighters, so the benefits of cheapened transportation would be small. They don't want the railroad because its speed and low rates would ruin the freighting industry, and yet they damn the railroad because of its high rates. Another fear is that the railroad will bring settlers and they will circumscribe the stock range. But the ranges are fast becoming private property and being fenced anyway, and eligible vacant land is already scarce.

Stockmen have themselves reduced the range more than settlers ever will. They have overgrazed it and destroyed thousands of acres of good Sunchgrass or rye grass that flourished in this country when the grazing business began. And they haven't turned a hand to restore this ruined range to usefulness. The most that has been done in this direction is to inclose the overgrazed tract with fence in the hope that rest will make the grass grow again, and this has been done in but few instances. The capacity of this country to sustain livestock has been reduced more by abuse than it will be by any proper use the land can be put to.

The Deschutes is a wonderful river. It is greater in volume than any other Eastern Oregon stream, and also longer, taking its rise away up in Klamath County mountains and pursuing a course of fully 250 miles to the Columbia. For 50 miles of this course in Crook County its stage never varies more than a foot and county bridges are built near the water and buildings are erected at the margin of the stream in the full faith that it will never flood them. When the river reaches a certain stage the surplus water is supposed to leak out into lava beds at the upper end of this equable stretch and to be conveyed in a subterranean channel to the lower end, a point near the junction with Crooked River, where it joins the main stream again.

But most of the course of the Deschutes is rapid, as its name indicates, and it flows through a canyon that for grandeur and picturesqueness rivals the celebrated canyon of the Colorado. Near the confluence of Crooked River with the Deschutes there is a wealth of scenery that is fairly startling to one who comes upon it unexpectedly, as the stranger always does. The canyon must be more than 2000 feet deep there. It is rugged to a degree and the rocks are of various hues and fantastic forms. Away down, down in the bottom is the roaring river, but its roar is scarcely heard at the brink of the mighty chasm. The place is well worth visiting for its scenery; and then the river is full of trout 16 to 20 inches long, and such fools that they bite any sort of hook they get a chance at. A good road ends at that point, which is known as the Cove, going by way of Haystack. But there is no lack of trout anywhere in the Deschutes.

The most important live stock sale that has been made in this county this spring was that of Elijah Sparks to Morris & Julian, who, a few days ago sold nearly 6000 sheep and extensive meadows on Squaw Creek for $25,000.

Wet weather in May has insured excellent feed for stock this season. The rains have been unusually frequent and copious, though they have not extended over as wide an extent of country as might be desired. For several miles on either side of the Deschutes the soil has been well watered. Evep Sherman County has been blessed with several late showers that put her grain crop beyond harm from dry weather. Only the extreme "desert" areas have been missed and in many places even they have received a surprising wetting. Stockmen will not need to worry for grass this season.

The first sign one encounters on reaching Prineville anounces in letters a yard tall that outfits for the Klondike will be sold at cost at Blank & Co.'s. That sign was erected when it was 120 miles from Prineville to a railroad. Such enterprise deserved to succeed, but it is to be feared that Seattle got the hog's share of Prineville's Klondike trade. J. M. L.

FLOWER MISSION DAY.

Central W. C. T. U. Preparing for Anniversary Next Monday.

The Central W. C. T. U. held an interesting quarterly meeting at which arrangements were made for an all day Flower Mission meeting Monday next at the headquarters, 107½ Third street. Members are urged to be there at 9:30 A. M. to arrange bouquets. A special devotional service on "The Ministry of Flowers" will be held directly after lunch, followed by going out to the various points designated, with the flowers.

The evangelistic superintendent reported over 6000 pages of literature given out, two cottage meetings held, 30 letters written, 12 visits, besides the work of their city missionary. The department is in very active condition and doing excellent work, some definite work being done each day in the week.

The health department, under the efficient leadership of Mrs. M. L. Driggs, has been quietly at work educating along the line of the true laws of health of the individual and their relation to the health of the Nation.

The anti-narcotic department announce a special meeting on Monday, the 17th, in charge of Miss S. I. Lyman and Mrs. M. E. Townsend.

Recording Secretary Mary Mapes gave a comprehensive review of the quarter's work.

The president of the noon rest committee gave an account of some very pathetic cases recently appealing to them for aid, and spoke earnestly of the great need of an emergency fund at the command of the committee. At present this has to be furnished by the individual members of the board.

The monthly tea for benefit of the noon rest will be held the latter part of the month, Mrs. McFarland chairman of arrangements.

The press superintendent was asked to make a call through the papers for donations of flowers or any delicacies for flower mission day, contributions to be left at Noon Rest by 9 A. M. Monday, June 10. Any church having floral decoration for Sunday service, not otherwise made use of at the close of the services, will confer a favor on the flower mission department by sending them to 107½ Third street.

PROTECTED HIS DAUGHTER.

Therefore a Jury Acquitted Wiley Pillow of Pointing a Gun.

A verdict of not guilty was promptly returned by the jury in the case of Wiley Pillow, who was charged with pointing a repeating rifle at his son-in-law, S. W. Rhodes.

The evidence submitted showed that the parties came here from Kentucky about six months ago and took up their residence at Woodlawn. Mrs. Rhodes found a letter addressed to her husband from his sister, stating that if he desired to get a divorce to do so, but not to steal the children. As a result of this disclosure, Mrs. Rhodes quareled with her husband and a separation followed. A week later Rhodes came to the house to obtain his belongings, and attempted to take away a photograph and a shotgun. His father-in-law objected, saying that as Rhodes had left his wife and four children in a destitute condition he could not take these articles, but only his trunk and clothing. Rhodes testified that Pillow, to strengthen his position, pointed the rifle at him. Pillow denied pointing the weapon, but admitted having it in his hand at the time. He said his son-in-law was aggressive.

There was also testimony that Mrs. Rhodes owned the property in controversy. A number of witnesses were examined and the children were present in the courtroom listening to the details of the case.

Judge Sears, in instructing the jury, said in part: "The mere fact that a man is a dangerous man does not authorize another to shoot him down. He must act in a reasonable way unless there is imminence of danger. A man has a right to protect himself against assault or intimated danger. The fact that the defendant believed that the property belonged to his daughter, or that she had an equitable right in it, would not authorize him to take a weapon, and order Rhodes to leave. Unless he pointed the gun at him, you cannot find a verdict of guilty in this case, even if he had a gun. If the defendant had reasonable grounds to believe Rhodes was going to assault him, then he would have a right to employ sufficient force to overcome it, nothing more; to take reasonable, adequate measures to protect his person."

Delegates Elected.

The vestry of St. David's Episcopal Church has elected the following delegates to the diocesan convention, to be held in Trinity Church, Portland, June 20-22: Dr. S. E. Josephi, John Sealy, Captain F. H. West; alternates, F. W. Berry, J. Royle and John Webb.

"Of all the toilet preparations I ever used, Satin Skin Powder and Cream are the best." So many people keep writing this, it must be true. 25c. Meier & Frank.

NO PAY FOR THE LAND

UNION AVENUE WIDENING HAS THIS CONDITION.

It Will Probably Require Two Years to Prepare Legal Way for the Improvement.

The condition under which Union avenue will be made an 80-foot street between Alberta street and the south line of the Lewis Love tract is that there shall be no money paid for the land required. Many of the property-owners, including the owners of Piedmont, have already given land for an 80-foot street, and they declare that they should not be required to pay for strips from other property where the land has not been donated for street purposes. However, where it is necessary to move a cottage or building, and there will be several, the expense will be paid by the owners of the abutting property. This is considered fair. The largest building is on the corner of Ainsworth and Union avenue, which will have to be moved, and a few small cottages south of Ainsworth avenue with their fences will have to be set back, but on the whole the expense will be small. It is also proposed to make provisions against the destruction of the street, when it has been improved, by the gravel wagons. These wagons soon ruin an improved street, and as there are several pits at Woodlawn they would wear out in a short time any improvement other than Belgian stone blocks; hence the property-owners desire to be protected against them somehow.

Charles K. Henry, of the sub-board, will prepare the petitions with all these restrictions. It will take about 10 months to get through all the proceedings for the widening. When this has been accomplished the improvement will be taken up, but this cannot be brought about until the street decision in the Supreme Court has been rendered. It may be two years before Union avenue can be fully improvd, but it will come.

Joint Teachers' Meeting.

A joint meeting of the teachers of Multnomah and Clackamas Counties will be held today in joint district No. 70, Willsburg, commencing at 10:30 this morning, and closing at 3:30 in the afternoon. This meeting is held upon invitation of the School Board and citizens of Willsburg. A platform and seats have been erected in the shade of the trees in the school yard, where the exercises will take place. In case of inclement weather, the meeting will be held in a building near by. Willsburg schoolhouse is about three-fourths of a mile east of Sellwood, and to reach the ground, take the Oregon City cars and get off on Umatilla street at Sellwood. A plank walk leads directly from Sellwood to the schoolhouse. By taking the 9:15 car, one can reach the place in time for the opening of the programme. Miss Grace A. Holmes has consented to be present and will present the subject, "Thought Elements in Reading." State Superintendent Ackerman will also be present. Luncheon will be served by residents of the district. The gathering is under the auspices of R. F. Robinson, School Superintendent of Multnomah County, and J. C. Zinser, Superintendent in Clackamas County, with the concurrence of H. F. Allen, principal of Willsburg school.

Rev. N. S. Hollcroft Resigns.

Rev. N. S. Hollcroft, who has been pastor of the Montavilla Baptist Church for seven years, tendered his resignation Thursday evening to the church. It was accepted with regret. Mr. Hollcroft will continue as pastor till September 1. He also has charge of the Baptist churches at Gresham and Pleasant Home, and through his work considerable congregations have been gathered at those points. His work with the Montavilla Church has been very effective. Recent improvements have just been finished. Mr. Hollcroft has as yet no plans for the future.

East Side Notes.

Rev. C. C. Bell, delegate from Oregon to the General Conference of the Cumberland Presbyterian church, has returned to Portland.

Rev. B. S. Winchester, of the Hassalo-Street Congregational Church, will deliver a lecture tomorrow at Whitman College, Walla Walla. He will return next week and preach his farewell sermon Sunday, June 16.

Rev. G. W. Gue is one of the delegates from the General Conference to the Ecumenical Convention, to be held in London in August and September. Owing to the illness of his wife he will probably be unable to attend.

Mrs. M. A. Stone, who lives at the home of her daughter, Mrs. Captain F. H. West, 122 East Twelfth street, fell this week and broke some of the small bones of her right ankle. The accident will confine her to the house for some time. She met with a similar accident a year ago.

Dr. Wise has removed to rooms 211, 212 and 213, The Failing, cor. 3d and Wash.

WOODCRAFT MEMORIAL DAY.

Woodmen of the World and Women of Woodcraft will observe next Sunday, it being the day set apart by the laws of their order as Memorial day. On this occasion, which occurs annually about June 1, the members assemble together and march to the city of the dead and decorate the graves of their deceased neighbors with flowers, and with appropriate ceremonies unveil the monuments which they have erected over the graves of departed neighbors during the past year.

All members will assemble at Woodman Hall, Tenth and Washington streets, at 2:30 o'clock sharp, and bring flowers. Flowers contributed by friends will be gratefully received, and may be sent to the hall or will be called for if notified at Oregon 'phone White 925.

DR. BURKHART'S WONDERFUL OFFER

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