"TRAVESTY ON JUSTICE"

COMMENT THAT BRAKEMAN HARVEY DEEMS WORTH $25,000.

Accordingly He Files Complaint Against The Oregonian—Story of the Winnie Thorn Case.

Complaint has been filed with the Clerk of Lane County, at Eugene, in an action by which B. F. Harvey, who was defendant in a recent criminal case in Douglas County, seeks to recover from the Oregonian Publishing Company $25,000. Harvey was one of the brakemen who were charged with criminal assault on Winnie Thorn, a girl of Latham, near Cottage Grove, who told a shocking story of abuse at the hands of the crew of a freight train on which she was carried to Roseburg. He was tried twice, the first jury disagreeing and the second acquitting him. The particular matter of which he complains was the following editorial comment that appeared in the Sunday Oregonian of December 2, 1900, after Harvey's acquittal, under the caption, "A Sickening Travesty Upon Justice":

Some months ago a story of unparalleled outrage, perpetrated by certain members of a freight-train crew in Southern Oregon upon the person of a young country girl, who imprudently boarded the train for a ride between stations, was detailed through the news reports, causing a shudder of horror and disgust to pervade the community wherever read. Righteous indignation ran riot throughout the realm of decency at the disclosures made of the bitter wrong and cruelty inflicted upon the victim of these brutal men, two of whom were arrested and held to answer before the courts for a crime that, as detailed, was, in the just estimation of manly men and womanly women, more heinous than murder. One of these men was, upon trial at Albany, found guilty as charged and sentenced to the penitentiary for five years—a penalty so grossly inadequate to his crime as in itself to encourage vice by a wink of the judicial eye. The case against the fellow-criminal of this convict, after several postponements, was tried last week at Roseburg, resulting in his acquittal. And now, as if this travesty upon justice and the insult to public decency were not enough, an effort is being made to secure the pardon of the convicted man, the basis of the petition seeming to be that, if his partner in the outrage was let off without punishment, a like leniency should be extended to him.

It is seldom that crime in any community puts on so bold a front as this. There is not the slightest doubt that a most flagrant, and even diabolical, crime was committed. These two men—one a married man, and both in duty bound to protect even a wayward child who boarded their train from harm—so far forgot all decency, all manly self-respect, all claims of the helpless upon their protection, that the miserable girl, a child in years, was subsequently returned to her home in a most deplorable plight, desperately bewailing her ruin.

The failure to convict one of these men is shame enough to the state, without presuming to approach its Governor with a plea for the pardon of the other, who is suffering an altogether inadequate penalty. Out upon a mockery of justice so indecent, so humiliating, so abominable! If through the perverted moral sense of a jury one of these criminals has gone free, let the puny sentence of the law at least be enforced upon the other. Even presuming this young girl to have been a wanton, the circumstances and nature of the assault upon her were such as should have resulted in the prompt conviction of her assailants and the infliction of the maximum penalty for this outrageous crime upon both. Failure to convict in such a case is a crime against society; failure to inflict the maximum penalty after conviction is an aspersion against the judicial honor of the state.

In view of the difficulty of getting full and accurate reports in fragments, as would necessarily be the case when reported by various correspondents from Roseburg to Salem, The Oregonian sent one of its staff to ascertain the facts as nearly as they may be ascertained on the ground, and report of this examination follows:

Circumstances of the Case.

Sunday evening, January 7, 1900, Winnie, the 15-year-old daughter of William Thorn, disappeared from the family home at Latham, a hamlet on the Southern Pacific railroad, about a mile south of Cottage Grove, in Lane County. Her parents were naturally much disturbed over her disappearance, and they spread the alarm. The next day every out-of-the-way nook was explored, the river was dragged, and resorts at Cottage Grove were investigated for traces of the missing girl. In the evening when the freight train from the south arrived, inquiry was made of the crew as to whether the girl had gone away on that train the night before. It was then ascertained that she had been taken to Roseburg and that she was still there. When the passenger train from the south arrived in Cottage Grove at 3 o'clock Tuesday morning (Latham is not a regular station), it brought the girl, who was accompanied to her home by the city marshal. To him she told a brief story to the effect that she had been seized by the brakemen of the southbound freight train Sunday night, and put aboard that train, and that she became unconscious and did not know what happened thereafter until the train had covered most of the distance to Roseburg. On her arrival at her home she told a more detailed story to her parents, alleging that she had been criminally abused by at least one member of the train crew, B. F. Harvey, a brakeman. Another brakeman, Hugh Patterson, was implicated in the alleged abduction. Harvey and Patterson were arrested on the charge of abduction in Lane County, and both were held to the Circuit Court, the former in the sum of $1000, and the latter in the sum of $2500. Harvey gave bond and was released. Patterson went to jail.

Subsequently both men were arrested in Douglas County on the charge of rape. In March, 1900, Patterson was tried and convicted and sentenced to the penitentiary for five years, which sentence he is now serving. The case against Harvey was continued until the sitting of the court in June. Then he was tried and the jury disagreed. His second trial took place last November and resulted in an acquittal. The case against Harvey in Lane County has not yet come to trial, and his bond is still on file, with W. C. Washburne and C. F. Hurlburt, two citizens of Junction City, where Harvey resides, as sureties. They undertake that "the above named B. F. Harvey shall appear and answer the charge above mentioned in whatever court it may be prosecuted, and shall at all times render himself amenable to the orders and process of the court; and if convicted, shall appear for judgment and render himself in execution thereof." The charge named is the statutory crime of abducting a female under 16 years of age for immoral purposes.

Patterson, who was 22 years of age and bore a fair character, was convicted largely on his own admissions as to his relations with the girl on the train that carried her to Roseburg, testimony of those admissions being adduced at the trial. The girl gave no positive evidence that she was assaulted by Patterson on the train, though the situation of affairs she described when she said she regained consciousness was decidedly unfavorable for Patterson. But his admissions to other members of the crew and his invitations to them to participate in the crime appeared in the testimony against him, and his conviction followed promptly.

Winnie Thorn testified directly and specifically against Harvey, whose offense was alleged to have been committed in Roseburg after the train had arrived there, about 2 o'clock Monday morning. Harvey, who is over 40 years old, was more discreet than Patterson in the matter of talking about the girl, and the only evidence going to show that he had admitted that he assaulted her was that of Patterson, who swore that Harvey had admitted to him when they met Monday that he had had criminal relations with the girl before leaving the caboose after the train run was ended. This evidence of Patterson, that of the complainant and the father's testimony as to her age was practically all that Judge Hamilton permitted the prosecution to present against Harvey at the final trial. The physician who examined the complainant, and whose evidence had been admitted against Patterson, was not permitted to testify against Harvey, and the Judge also ruled out other testimony regarded by the prosecution as material, even excluding evidence on the second trial of Harvey that he had admitted at the first trial. Acquittal having resulted, there was, of course, no way to review the rulings of the Judge. Had there been a conviction it was probable the matter would have been taken to the Supreme Court and error against the defendant searched for ground for reversal. The prosecution has no appeal from an acquittal. In Patterson's case, however, there was no move for new trial, for stay of judgment or other dilatory proceeding, the means at the command of the defense being limited.

Both Men in Same Boat.

Public sentiment of the communities affected puts Harvey and Patterson in the same boat as regards their guilt or innocence of this crime. Most of the railroad men and their personal friends express the opinion that neither of the brakemen should have been prosecuted. The judgment of others, very generally expressed, is that both were guilty as charged and should have been convicted. This sentiment is in no wise abated by the acquittal of Harvey, but is rather aggravated. Among many it has taken the form of an appeal for the pardon of Patterson, whom they regard as an inexperienced boy without family ties or years to give him discretion in the matter of social sin. Few of these profess belief that he is innocent of the offense charged. But, while believing Patterson guilty, they also believe Harvey guilty, and he a married man and of middle age and with absolutely nothing to excuse or palliate his act. Under these circumstances his acquittal has bred a good deal of indignation. It is realized that his acquittal ends that case against him and the only hope of getting him and Patterson on the same plain again, or as nearly so as is possible after what has taken place, is to get Patterson free. This, and the respect for Patterson's parents, who are estimable people living in Albany, and not any too well off in worldly goods, are at the bottom of the petition for the young man's pardon. People in the communities that contributed signers to this petition say that if the Patterson case had stood alone few could have been found to join in the request for pardon. But the feeling that injustice was done by making one man suffer and letting another, regarded as at least equally guilty, go free, prompts this attempt to restore the equilibrium between them.

Officials and others who were connected with or had occasion to watch the progress of the case against Harvey express the opinion that he would have been convicted if he had been tried when Patterson was tried; they say there is no doubt of it. The influences that operated finally to prevent conviction and produce what some term a miscarriage of justice are thus summed up:

Roseburg is an important divisional point on the railroad. It is said that 200 railroad men make headquarters there. These men contribute very largely to the business of the place, affecting trade to such an extent that merchants and others are very considerate in their treatment of railroad patronage. The Odd Fellows fraternity is strong in Roseburg and Douglas County. B. F. Harvey is an active Odd Fellow, having been secretary of the Junction City lodge for years. One of his bondsmen was an Odd Fellow at the time he signed the bond and the other has since joined the fraternity. There were Odd Fellows on the juries that tried Harvey. The law excludes blood relatives from sitting on a jury to try a man charged with crime, but it offers no chance to exclude fraternal brothers. Trade and fraternal considerations exerted a strong influence in the community and it is said this influence was assiduously cultivated by the Harvey defense. To a considerable extent it neutralized sympathy for the girl and indignation for the treatment she had received, and as time passed, sentiment in favor of the railroad boys prevailed over sympathy for the girl. Under these circumstances many persons regard Harvey's acquittal by the jury as being far from establishing his moral innocence of the crime charged against him. Thus it comes to pass that so many people look upon him as one not less guilty than his fellow-workman, Hugh Patterson, who is now doing time in the penitentiary. There were no fraternal associates to work up a sentiment for Patterson or sit on the jury that tried him; there was no time for this very efficacious preparation before his trial, and the means available for his defense were greatly limited. Still, not many deny that he got justice.

The Thorns and Harvey.

When matters began to get serious for the train crew, in connection with the treatment of Winnie Thorn, older members of the crew persuaded young Patterson to propose marriage to the girl as the easiest way out of the difficulty for all concerned. He was the only unmarried man, therefore the only one who could smooth the matter out for all hands. It was then expected that others than Patterson and Harvey would be arrested. Patterson left his train at Comstock and went back to Latham, where the man who was counted on to accompany him to Thorn's refused to have anything to do with the arrangement. Then Patterson's courage failed him and he went to his home in Albany, where he was for a time concealed. This action on his part was construed as a confession of guilt and counted greatly against him. On the other hand, many regard this as evidence that he was used as a cat's paw by his older and shrewder associates.

Most of the people who think these brakemen were unjustly prosecuted base their opinion largely on the assumption or impression that Winnie Thorn invited the treatment she was alleged to have been made the victim of. It is even said by some that the reputation of her family was bad and that no better conduct was to be expected of the girl. If the testimony of her acquaintances and the neighbors and acquaintances of the family may be relied upon, these reports are not well founded. The girl was shy and avoided strangers, not bold and free. She was of very dark complexion, good looking, fully up to medium stature for one of her years. But she was entirely unsophisticated. She could write a fair letter, but had a poor idea of the ways of the world. There is room for doubting her story that she was abducted and was unconscious on the train until it was 20 miles or so from home, but this might be excused on the ground that a narrative of all the details of her treatment on the train was repugnant to maiden modesty, and she took the easiest way to avoid that when the Marshal of Cottage Grove first questioned her; and the story, being once told, was persisted in. When she left Latham she was on the end of a flat car loaded with lumber that was six or eight feet shorter than the car. When she recovered consciousness, as she says, she was in a box car that was loaded with lumber to within perhaps three feet of the top. She and the brakemen agree that she did not leave the box car and go to the caboose until the train arrived in Roseburg, and there is also agreement on the fact that the other train hands left Harvey in the caboose with the girl when they went to their rooms. The next uncontradicted fact is that Harvey offered the girl 50 cents and told her to go to a hotel and get a room for the remainder of the night. She knew nothing of the town or hotels, however, and Harvey said something about going to find her a room. He then left the caboose and did not return. A car-repairer found her there at 11 o'clock the next day (Monday forenoon). Then she went to the residence of a Roseburg grocer and applied for work, saying she wanted to earn money to get back home. She did not find employment, and then she told the grocer's wife something of her experiences. After that she walked two miles and a half to her uncle's, where she obtained money to pay her way back to Latham, and she took the first train for home.

William Thorn was part Cherokee, his wife a white woman of average intelligence. Thorn was an old soldier, pensioned for disability. He was an inveterate reader, and was well informed. His habits were not always above reproach, his special fondness being for the gaming table, where much of his pension money went. He died about six weeks ago. One daughter has been married about four years and lives with her husband at Latham. A son who works at the tie-burnetizing works, which constitute the chief industry of Latham, lives at the family home and contributes to the family support. It is a commonplace family. Less than a dozen families reside at Latham.

Harvey's fraternal standing is good. His reputation in the community is fair. He has been in the railroad service for many years. More than a dozen years ago he was conductor of a freight train that went through the trestle on the Pudding River bottom just north of Aurora, and he lost part of an ear in that accident. He quit railroading ostensibly to go to farming, his wife, who belonged to the pioneer family of Calvert, and is a most estimable woman, though an invalid, owning a good farm near Junction City. Some two years ago he drifted back to railroading and worked as an extra brakeman in a freight crew, which position he held at the time of the trouble that resulted in the criminal charge against him. After that occurrence he lost his job and he is said to be following the avocation of painter. He is said to drink and become noisy occasionally, but is by no means a chronic drunkard or a vicious man when under the influence of liquor. Saloon-keepers of Roseburg are ready to commend Harvey unstintedly and to denounce in unmeasured terms those who criticise him, though one saloon-keeper admitted that he would not want to say that Harvey was a square man. Generally Harvey is held in much better esteem than his attorney, Lark Bilyeu, of Bilyeu's Den, or Bull Back Bend of the Santiam, who is said to be the chief mover in the present libel suit. It is said that Harvey was entirely willing to let the matter rest, that the opprobrium it had brought might die out, but Bilyeu induced him to stir it up again as being in the line of his peculiar specialty in life.

Sunday School Convention.

SCAPPOOSE, Or., June 20.—The Columbia County Sunday School Association held its annual convention here yesterday and today. Most of the 18 schools in the county were represented at the convention. The programme was such as to instruct and encourage the workers, and was pronounced excellent. Mrs. C. M. Kiggins, state primary superintendent; Rev. J. V. Milligan, Sunday school missionary for the presbytery of Portland, and Rev. C. A. Dotson, field secretary for the state association, were present and assisted the local workers. For the ensuing year Dr. J. E. Hall, of Clatskanie, was elected county president; Jacob Brouse, of Rainier, secretary, and Professor Copeland, of Houlton, treasurer.

Primary work, the home department, and the training of Sunday school workers in methods of teaching and management, received particular attention. Columbia County appreciates the organized Sunday school work of the state association, and is generous in its support.

NEW RATES.

For National Educational Convention at Detroit, July 8-12, the O. R. & N. has made a round-trip rate from Portland of $81.25. Tickets on sale July 2 and 3; return limit, August 31. Call at city ticket office, Third and Washington, for other details.

WROTE PRIZE ESSAY.

Donald Morgan, whose "Plea for the Pigeon" won first honors in the Band of Mercy, of Stephens' Addition School.

NEW FRANCHISE FEATURES

CHARTER COMMITTEE DEBATES POINTS FOR SUBCOMMITTEE.

Maximum Limit of 21 Years Proposed—Regulation of Charges—As Revenue Producers.

Four leading points to be incorporated in the franchise chapter of the new charter for Portland were discussed at the regular meeting of the Charter Commission at the Council chamber last night. They came up on a report of Chairman Teal, of the subcommittee on franchises. He did not present the whole report formally, but spoke of the important features and invited the views of members of the commission upon them. It was really a discussion by the entire commission for the benefit of the subcommittee. The points were (1) as to limiting the term of franchises to a maximum of 21 years; (2) as to surrender of property to the city at the expiration of the franchise granted; (3), as to regulation of charges made under franchise grants; (4) as to the city deriving revenue from a charge upon the gross receipts of those doing business by virtue of public franchises.

The committee, so far as it had gone, was in favor of limiting the term of franchises to the maximum of 21 years, and giving the city the power to take over the property on fair terms at the end of the franchise period. It was also in favor of giving the city power to regulate the charges and prescribe certain regulations for the operation of property under the franchises, and of making the franchises yield the city revenue, based on gross receipts of the franchise-users.

Commissioner Montague thought the method of getting revenue should be made flexible, giving the city powers, but not making the exercise of those powers compulsory. He deemed it impracticable in Portland, under present conditions, to get competition in bidding at the sale of public utilities, therefore if a street railway franchise, for example, should be offered for sale a single bidder would be likely to name his terms, and the city would get little or nothing out of it. He deemed it bad policy to bind the city to any such mode of procedure, but a good thing to permit the city to do so, thus giving power to deal for the best interests of the city as exigencies might arise. He thought the city should reserve the power to fix rates, and that it should be provided that violation of the terms of the franchise would ipso facto work revocation of the franchise. He recommended that each incoming administration, say the Mayor and City Attorney, should be required to investigate the standing of all city franchises and report their condition and make the report public.

Commissioner Strowbridge, though he said he did not have a dollar in any of the franchises of Portland, argued that public franchise-users added greatly to the wealth of the city and the convenience of the citizens, and he would not be too strict with them. He would prefer to err on their side of the question.

Commissioner Morgan discussed the reasonableness of the 21-year limit. He said it was the tendency of the past quarter of a century to limit the duration of franchises to shorter terms. This, he said, was probably because of the drift of population to the cities. He thought a maximum limit of 21 years reasonable.

As to the propriety of reserving to the city the right to acquire the property under the franchises at the end of their terms, Commissioner Teal said that was getting to be a common practice. In fact, there is no assurance that any present franchise will be renewed at the end of the term for which it was granted, and the city might have the power to take over under present laws. In the new charter it is proposed that there shall be full publicity of any application for a public franchise, at the expense of the applicant; that the terms of the franchise shall be submitted to the Board of Public Works or Board of Control for approval before it shall be granted; and, finally, if 15 per cent of the voters shall so petition, the franchise must be submitted to popular vote. As to the constitutionality of deriving revenue on the basis of the gross receipts under the franchise, Mr. Teal said that would not be a tax at all. It would amount merely to a sale of property on the best terms that could be obtained. He wanted provision made so that the City Treasurer would not, for instance, be out of pocket more for the improvement of bridges to carry street-cars of increasing size than it should receive from the users of valuable franchises.

Commissioner Holman gave notice that he would at some future time discuss more in detail the socialistic feature of the question of public franchises. He said he was opposed to growing socialism under the name of public utilities.

The next meeting of the commission will take place Friday evening, July 5.

No Fourth of July at Seattle.

Denver Times.

Seattle has announced that it doesn't want a Fourth of July this year. So Seattle is being asked to pitch in and help the little towns that do. After all, most of the patriotism of the country is found in the ranks of the little fellows who have not outgrown appreciation of their privileges under the Stars and Stripes.

And why doesn't Seattle want a Fourth of July? The sober announcement explains that it will cost money!

It cost money to return the Boston tea party call. It cost money to carry the flag victorious through the troubles of 40 years ago. It cost money to cross the little neck off the Florida coast and drive Spain from an oppressed shore. It cost money to purchase the Philippines and introduce a reasonable form of government on the islands. Everything costs money, but the debt is a proud burden and the Nation walks straight under it.

Seattle, of course, would receive much more than it would spend, in a Fourth of July celebration, from visiting and home people; but the town up in the timberlands considers only first cost.

There are too many cities whose apathy has lately developed a similar sentiment. Fourth of July is the day of the American people, and it should not be forgotten. Other considerations than cost are liable to affect opinion. But the people must bear in mind that the only real considerations are love of country and national pride.

If Fourth of July must go, why not drop Santa Claus and break the hearts of ten millions of children? It would be just as well.

BE UP TO DATE AND KEEP COOL

Varsity Summer Suits

Men's two-piece suits, in flannels and homespuns, all shades, suits that will be worn by men who are particular in their clothes.

PRICES, $7.50, $8.50, $10.00, $12.00, $15.00

SUMMER COATS

$1, $1.25, $1.50, $2, $2.50, $3, $4

MEN'S LINEN CRASH SUITS, $2, $2.50, $3.00, $3.50, $5.00

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THE POPULAR-PRICE CLOTHIERS

THIRD AND MORRISON STREETS

"1000" THE RALLYING CRY.

Woodmen of the World Planning Great Gathering and Initiation.

The Woodmen of the World of this city and state have been quietly working on a proposition to hold a great gathering in this and other cities of the West for some time. These gatherings are to celebrate the eleventh anniversary of the institution of the order. Great "log-rollings," as they are called, will be held in Denver, Salt Lake, San Francisco, Los Angeles, Portland, Tacoma, Seattle and many other cities in the month of August.

For some time the "neighbors" of Portland have been wearing a plain white button, bearing the simple inscription "1000." This has indicated that the camps of this city and vicinity were gathering together a great class of 1000 candidates who would become "knights of the ax" at the great Portland reunion.

In the meantime details have been carefully worked out, and it can now be definitely stated that the mammoth initiation will take place in a deep ravine on the top of Mount Tabor on the night of Saturday, August 3, next. This ravine forms a natural amphitheater on the two sides and the end of which 5000 people can sit and watch the ceremonies, which will take place below. The bottom of this ravine will be leveled and floored for the work of the officers and teams of the camps.

During the day 15 uniformed degree teams, will in competition for prizes, execute fancy military drills, to which the public will be invited. In fact the day exercises will be open and free to all who attend, whether members of the order or not. There will be a great barbecue, and tables will be erected on which to make a spread, and at which it is expected 15,000 people will enjoy the hospitality of the Woodmen of the World.

All kinds of outdoor athletic sports will also be provided during the day. Special arrangements will be made for the pleasure and accommodation of the children.

The Woodmen are not unmindful that the boys will ere long be old enough to become "choppers," and they propose giving them lessons in timber-cutting while they are young.

From all over the state of Oregon, and secured in this city, and an average of 150 recruits per week are being added to the list by the ten camps of Portland. Advices from near-by cities give promise of 400 or 500 more, so that at this time it really looks as though the Woodmen goat would have 1500 or 2000 to buck instead of the 1000 originally planned.

The general committee which will meet each Monday evening in the Woodmen of the World hall is composed of the following well-known citizens: J. J. Jennings, chairman; George K. Rogers, secretary; L. B. Cottingham, assistant secretary; W. K. Montague, A. C. Chapman, F. G. Woodcock, W. Reidt, James Ruddyman, Herman Schade and A. Williamson, of this city; V. F. Fike, Vancouver, Wash.; James Cruickshank, Cedar Mills, Or.; E. G. Hagey, Sherwood, Or.; J. A. Maser, La Center, Wash.; C. E. Foster, Astoria; Frank S. Bedford, Woodland, Wash.; A. B. Little, Rainier; J. H. Ginder, Stevenson, Wash.; J. R. N. Macrum, Forest Grove; Dr. A. B. Schraeder, Cascade Locks; F. J. Barber, Hillsboro; L. P. Spencer, Tualatin; H. M. Fowler, Globe; C. N. Haines, Oswego; James Price, Milwaukie; I. D. Taylor, Oregon City; J. F. Chase, Orient; Frank Wicker, Kalama, Wash., and F. A. Everest, Gaston. Other committeemen from Central, Southern and Eastern Oregon are being arranged for.

All in all it will be a stupendous affair, without parallel in fraternal history, but inasmuch as the Woodmen are putting into the movement their well-known enthusiasm, its success is assured, even with the announcement of the event.

FOR UNIVERSITY PARK.

Eleventh Ward Sub-Board of Trade Favors It for Exposition.

Four delegates were elected to the Portland Board of Trade, steps were taken to secure free mail delivery, and a committee was appointed to further the location of the Lewis and Clark Centennial Exposition at University Park, by the Eleventh Ward Sub-Board of Trade last night. The meeting was well attended. C. K. Henty presided. The committee on the widening of Union avenue to 80 feet between Alberta street and Dekum avenue reported that all the owners of the large tracts, including the investment company, representing the Piedmont tract; Killingsworth & Warren, W. H. Grindstaff and A. Lents, had signed the petition, thus insuring the widening. Other owners will sign next week.

The committee on nomination of representatives to the Portland Board of Trade reported the names of John Epperly, Robert Campbell, George P. Lent and H. W. Goddard. This gives the board five delegates to the central board.

M. Billings, of the committee on free delivery, reported that the free delivery agent made an examination of Woodlawn district some time ago, with a view to establishing a station at Woodlawn, and provided a mounted carrier. Mr. Billings said he had been advised that it would be better for the board to pass strong resolutions favoring free delivery and get up a petition and ask the Senators and Representatives in Congress to indorse the movement. Mr. Billings was instructed to prepare the resolutions and petition, and to ask the aid of the members of Congress.

J. B. Easter, E. C. York, C. K. Henry and others discussed the Lewis and Clark Exposition and the advisability of taking steps to locate it at University Park. C. K. Henry said that Sellwood is the only competitor, and that locality is working with wonderful energy and pluck. Something should be done for University Park, the natural place for the exposition. J. B. Easter, E. C. York, Robert Campbell, George P. Lent and M. Billings were appointed a committee to co-operate with all the other sub-boards favoring University Park. This committee was instructed to take immediate steps to confer with these boards as to the best method of proceeding. It was decided to hold a special meeting next Thursday evening to take up the business brought up last night and push it forward.

Wholesale Liquor Association.

CINCINNATI, June 20.—The convention of the National Wholesale Liquor Association adjourned this afternoon. The next meeting will be at Pittsburg in June, 1902.

THE "PORTLAND-CHICAGO SPECIAL."

The question of properly advertising this section is now prominent in the minds of the loyal citizens of our state. It is safe to say that the O. R. & N. Co's best train appears in print more often than any other thing in which the name of our city appears. By the way, have you seen "Portland" appear in the name of any other train on any line? The O. R. & N. never fails to get Portland before the people, so reciprocate and ride on your namesake. Lowest rates always. Ticket office Third and Washington.

DAILY METEOROLOGICAL REPORT.

PORTLAND, June 20.—8 P. M.—Maximum temperature, 74; minimum temperature, 55; river reading at 11 A. M., 15.1 feet; change in the past 24 hours, —0.3 foot; total precipitation, 5 P. M. to 5 P. M., 0.00; total precipitation since Sept. 1, 1900, 42.01 inches; normal precipitation since Sept. 1, 1900, 45.20 inches; deficiency, 3.19 inches; total sunshine June 19, 8:03; possible sunshine June 19, 15:48.

PACIFIC COAST WEATHER.

STATIONS.	Max. temp.	Precipitation last 12 hours.	Velocity of wind.	Direction of wind.	State of weather.
Astoria	58	0.02	8	SW	Cloudy
Baker City	74	0.00	6	NW	Pt. cloudy
Boise	86	0.00	*	NW	Clear
Eureka	58	0.00	6	NW	Pt. cloudy
Neah Bay	58	**	18	W	Cloudy
Poeatello	82	0.00	20	W	Clear
Portland	74	0.00	18	NW	Pt. cloudy
Red Bluff	94	0.00	6	S	Clear
Roseburg	82	0.00	10	N	Clear
Sacramento	82	0.00	12	SW	Clear
Salt Lake	84	0.00	8	N	Clear
San Francisco	56	0.00	20	W	Pt. cloudy
Spokane	78	0.00	14	SW	Clear
Seattle	64	0.02	*	SE	Raining
Walla Walla	86	0.00	6	SW	Clear

WEATHER CONDITIONS.

During the last 24 hours showers and thunder storms occurred in Eastern Oregon, Washington and Northern Idaho. It is much cooler in the Sound country and slightly warmer in Eastern Oregon, Northern Nevada and Northern California. The indications are for generally fair weather in this district Friday.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight Friday, June 21:

Portland and vicinity—Fair; northwesterly winds.

Oregon—Fair; northwesterly winds.

Washington—Probably fair; cooler in east portion; westerly winds.

Idaho—Fair and cooler; westerly winds.

EDWARD A. BEALS, Forecast Official.

NEW TODAY.

FOR TODAY

9 lbs. clean rolled oats, 25c; 2 big pkgs. mush, 15c; best Valley flour, 75c sack; sago, tapioca, split peas or Pearl barley, all at 5c lb.; 10-lb. sack corn meal or graham flour or rye flour, 20c each; 10-lb. sack Farina, 25c; birdseed, in bulk, 5c lb.; best Eastern hams, 14c lb.; lard, in bulk, 10c lb.; 4 cans pork and beans, 25c; sardines, 5c can; 2 pkgs. coffee, your choice, 25c; fresh crackers, in bulk, 2 lbs., 15c; 3 cans Carnation cream, 25c. Now is the time to order your berries. Call and get our price list. Oregon Cash Grocery, 232 North 14th.

HAVE YOU TRIED

The La Grande Creamery?

Best creamery butter	35c and 40c
Creamery butter	30c and 35c
Country butter	25c and 30c
Ranch eggs, 2 doz.	35c
Eastern sugar-cured hams, lb.	12½c
Picnic hams	10c
English bacon	12½c
5 lbs. lard	50c

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

Costa Rica coffee 20c.

All goods retailed at wholesale prices. La Grande Creamery Company, 204 Yamhill.

Frank Hacheney. Eugene D. White.

EUGENE D. WHITE & CO., General Fire Ins. Agts.

TRADERS of Chicago; Assets $2,435,571.28.

GERMAN ALLIANCE of New York; Assets $9,691,517.45.

NEW ZEALAND of New Zealand; Capital $5,000,000.

314-315 COMMERCIAL BLOCK.

INSIDE PROPERTY FOR SALE.

83 feet frontage on Seventh street, and 100 feet frontage on Ankeny and Park Streets, with two buildings yielding fair income.

This is a piece of property with a fine future, as the location is rapidly enhancing in value, with the improvement of Seventh street, now under way. Price $14,000.

Russell & Blyth

82½ Third St., Cor. Oak

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.

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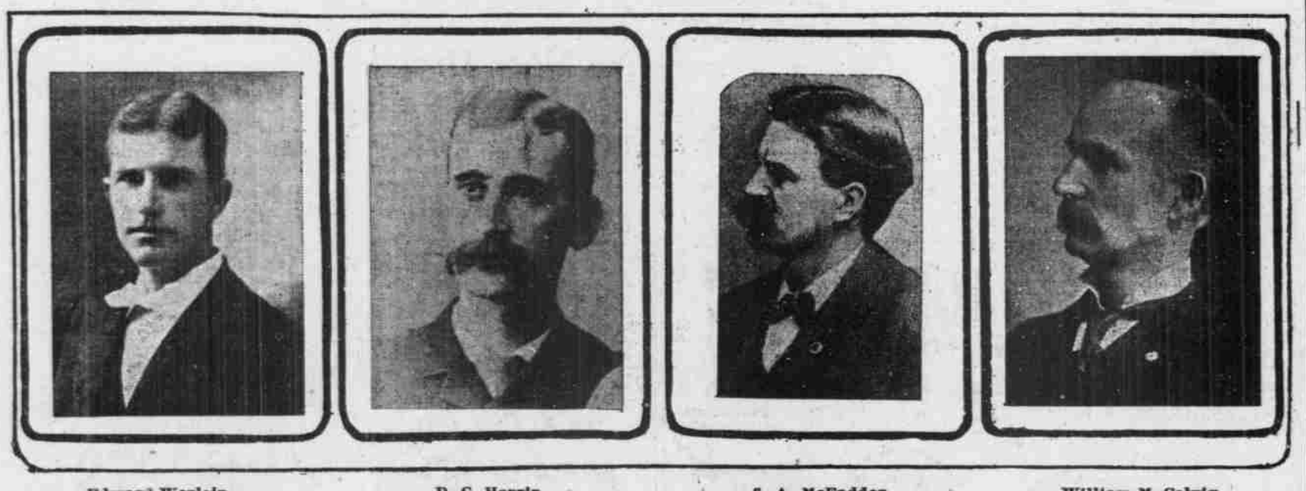
Oregon Delegates Who Secured Supreme Lodge of A. O. U. W., for Portland, in 1902.



Edward Werlein. D. C. Herrin. S. A. McFadden. William M. Colvig.