# FOR THE FIELD SERVICE

### THIRD REGIMENT WILL RENDEZVOUS AT OREGON CITY.

### Six Companies Will Start From Portland July 5—Orders Issued by Colonel Everett.

Orders were issued yesterday by Colonel Everett, commanding the Third Regiment, Oregon National Guard, for the seven days of field service, from July 5 to July 11. Six companies will assemble at Portland on the morning of July 5 and proceed by boat to Oregon City, where they will be joined by Company A. The field service will not be a Sunday picnic. It will mean work from start to finish. Following are Colonel Everett's orders:

1. Companies B, C, D, E, F and G, and hospital detachment, will assemble at the Armory in full field uniform (campaign hats, leggins, overcoat, blankets, canteen, tin cup, haversack, mess kit and shelter tent half) on Friday July 5, at 6 o'clock A. M. Field and staff officers will report to the Colonel, mounted, and non-commissioned staff, band and field music to the Adjutant at the same hour and place.

Company A will assemgle in its armory at Oregon City, fully equipped in accordance with directions in preceding paragraph and in readiness to join the regiment on arrival of the steamboats from Portland at about 8 o'clock A. M., reporting to the commanding officer of the Second Battalion and taking its place as second company.

Commissioned officers will be allowed 40 pounds each as baggage, which must be securely packed and plainly marked with name, rank and company of owner and placed in the northwest corner of the large drill room on Thursday, July 4, not later than 5 o'clock P. M.

The baggage of the officers of Company A will be sent to the Regimental Quartermaster for transportation, plainly marked as above, as soon as the wagons are unloaded from boats at Oregon City.

The train of the regiment will be under the control of the Regimental Quartermaster and none but authorized wagons will be allowed to move with it. The Regimental Quartermaster with his corps of assistants will be with his train.

2. Section 89, regulations of 1901, authorize the enlistment of two cooks to each company, 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.

3. Subsistence will be by company mess;—the non-commissioned staff, band, hospital detachment, Quartermaster and commissary corps and civilians connected with the regiment will mess together.

Ration requisitions for the ensuing day will be prepared by the company commanders and sent to the commissary not later than 8 o'clock the same evening. The Regimental Adjutant will perform this duty for the non-commissioned staff, band, hospital detachment, Quartermaster and commissary corps and civilians.

4. The sale of spirituous liquors of any kind is prohibited, and no ale, beer, wines or spirituous liquors will be used during the march or while in camp, except upon prescription of the medical officers.

No man will be permitted to leave the ranks without permission of Captain. If the absence be for a few minutes only, the man will leave his arms and equipments with the company till he rejoins it. If he needs medical attendance, the Captain gives him a pass to the surgeon, showing his name, rank and company.

5. Until further orders the hours of service will be as follows:

| | |
|---|---|
| First call for reveille | 4:55 A. M. |
| Reveille | 5:00 A. M. |
| Assembly for roll call | Immediately after reveille |
| Sick call (by musicians of the guard) | 5:10 A. M. |
| Mess-call for breakfast | 6:20 A. M. |
| The General | 7:20 A. M. |
| Mass call for dinner | 12:20 P. M. |
| First Sergeant's call | 1:30 P. M. |
| Drill call | 3:00 P. M. |
| Assembly for roll call and formation | 3:10 P. M. |
| Recall from drill | 4:10 P. M. |
| Mess call for supper | 5:30 P. M. |
| First call for parade | 6:30 P. M. |
| Assembly for roll call and formation | 6:35 P. M. |
| Adjutant's call for formation of battalion | 6:45 P. M. |
| Adjutant's call for formation of regiment | 6:55 P. M. |
| Retreat | 7:10 P. M. |
| Guard mounting | 7:40 P. M. |
| Assembly for formation of details | 7:50 P. M. |
| Adjutant's call | 8:00 P. M. |
| First call for tattoo | 9:00 P. M. |
| Tattoo | 9:10 P. M. |
| Call to quarters | 9:30 P. M. |
| Taps | 10:00 P. M. |

At the first call for reveille, officers and men will rise and dress and place their tents in order for striking. At the first sound of the assembly following reveille, companies will form for roll call and the formation must be completed at the last sound of the assembly. The formation of a company must be attended by at least one of its officers. Immediately after the assembly the roll is called, followed by notice to those who desire medical advice to report as soon as dismissed to the First Sergeant. The First Sergeant then reports the result of the roll call to the officer present and dismisses the company. The men will then continue to place their tents and equipments in order for resuming the march and police the ground around them, leaving the field clear and clean of debris. The policing of company quarters is under the charge of Company Quartermaster-Sergeants, assisted by the Sergeants and Corporals of the company, who set the whole company at work.

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 the march will be closed after the command has passed through. A non-commissioned officer of each command will be especially charged with seeing that these requirements concerning gates and fences are complied with. Foraging is absolutely prohibited.

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.

7. "The General," sounded 15 minutes before the time designated for marching, is the signal to complete loading wagons, form companies and march them to the place of assembly.

8. At First Sergeant's call, the First Sergeants and the Sergeant of the Guard will repair promptly to the Adjutant's office, prepared to take down in writing orders dictated to them and the details made from their respective companies. Company morning reports must be rent to the office of the Adjutant by 5:45 A. M.; the medical officer will send in his sick report by 6:45 A. M.

9. Company commanders will make a thorough inspection of the arms, uniforms and accoutrements of their companies daily before retreat or formation for parade, and in this connection will see that ample provision is made of material necessary for the proper care of uniforms and the cleaning of rifles, keeping them free from rust.

10. The details for guard will consist of one Captain, as officer of the day, two Lieutenants, two Sergeants, three Corporals, two musicians and the number of privates to be hereafter designated.

All calls, except those for parade, will be sounded by the musicians of the guard; those for parade will be sounded by all the musicians united.

The officer of the guard will, as soon as the 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.

No person not connected with the regiment will be allowed inside the lines after tattoo.

At taps, an inspection of the quarters of each company will be made by an officer designated by the company commander, who will report to the officer of the day and the commanding officer of the battalion, the names of all enlisted men who may be absent without leave.

11. Immediately upon receipt of this order company and corps commanders will make requisitions for the necessary subsistence for the first day's march and also for a full supply of blank forms and stationery necessary to the transaction of military business.

Pay rolls will be prepared and signed in triplicate the last day of field service and forwarded to the commanding officer for examination and approval, stoppages for shortage or damage to property or for fines should be noted. Retained copies of muster rolls will be taken to camp for purposes of filling in dates of enlistment on pay rolls.

All articles of quartermaster and subsistence property issued to companies must be thoroughly cleaned on the last day of the march and carefully inspected by the Captains before being turned in to the Quartermaster-General; it will not be received unless in the same condition of cleanliness as when issued.

Absolute, prompt and unhesitating obedience to orders is required and must be exacted of everyone, officers and enlisted men, and battalion, company and corps commanders will be held responsible for the discipline and proper instruction of their respective commands.

### TWO DELINQUENCY COURTS.

#### Provision for Trial of Enlisted Men and Hospital Detachment.

Orders issued from the headquarters of the Third Regiment, Oregon National Guard, announce the appointment of two delinquency courts for the trial of enlisted men and members of the hospital detachment. Lieutenant-Colonel R. G. Jubitz is assigned to Court No. 1 and Major F. S. Kelly to Court No. 2. The new regulations direct that any officer or enlisted man absent from any drill, parade, camp or field duty, or meeting for instruction or other duty ordered by competent authority, shall, within seven days after such absence, render in writing to his commanding officer a reason for such absence, which shall immediately be forwarded by such officer, approved or disapproved, to next superior headquarters.

Battalion commanders are authorized to make their own appointments of Adjutants and Sergeant-Majors for the practice march of July 5-11.

William H. Donaca has been appointed Color-Sergeant, and C. F. Kinney Standard-Sergeant on the non-commissioned staff.

#### Third Regiment Inspected.

The quarterly inspection and drill of the Third Regiment, Oregon National Guard, was held last night in the Armory. Six companies, a band and hospital corps turned out, 396 men. The inspection was made by Colonel Everett, commander of the regiment, and was one of the most successful ever held in Portland. A dance followed the inspection.

## DISFRANCHISE THE NEGRO.

### Republican's Suggestion for Breaking the Solid South.

W. H. Paulhamus, of Sumner, Wash., who has been in Beaumont, Tex., for several months, where he is interested in oil properties, passed through the city last night on his way home. Interested with Mr. Paulhamus in his oil properties are George U. and Edgar B. Piper, of Seattle, formerly of Portland. The Piper brothers are now in New York City on business connected with their oil companies. Speaking of Beaumont and the oil boom, Mr. Paulhamus said:

"Everybody knows now that Beaumont's oil fields are bona fide. Oil has been discovered there in tremendous quantities, and as yet scarcely an impression has been made. The work of developing the oil resources of the state has scarcely commenced. Our own companies have done well, and will, to all appearances, do much better. Some big oil fortunes have been made already, and others will be made."

Speaking of political conditions in the South, Mr. Paulhamus said:

"It was a colossal blunder to give the negro the right of suffrage. It would be a good thing to take it away from him now, as some of the states are doing—better for him, better for the white man, better for the public in general. I am a Republican, and the Republican party has always been the friend of the negro; but the Republican party will never gain a foothold in the South until the negro is disfranchised. When that is accomplished, however, the people of the South, having nothing to fear from negro domination, will vote their convictions on National issues. They will see this when the terror of negro rule is removed. Thousands of them see it now, but vote the Democratic ticket because of what to their mind is the constant menace of negro domination.

"The property, the respectability, the bone and sinew of the South are in the Democratic party. Even men who vote the Republican National ticket never dream of voting the Republican state and local tickets. The Republican party of the South, it must be confessed, is the 'nigger' party. There is no escaping from that conclusion."

Mr. Paulhamus is one of the best-known Republican politicians of the state of Washington. He has long been a power in the politics of the state, particularly in Pierce County, where he lives. He has one of the finest country homes in the state at Sumner, near Tacoma.

## DAILY CITY STATISTICS.

#### Birth Returns.

June 9—Girl, to the wife of James Killduff, 408 Tillamook street.

June 12—Boy, to the wife of A. Wagner, 415 Glisan street.

#### Contagious Disease.

Daniel Gustavison, 842 Minnesota avenue; scarlet fever.

#### Death Returns.

June 26—Mary Grisdale, 84 years, 569 Fifth street; heart disease.

June 26—Howard L. Nash, 22 years, University Park; tuberculosis.

June 21—Hugh Haney, late of Kalama, brought here for burial; concussion of brain from powder explosion.

June 25—Annie Butler, 1 year, 627 First street; gastro-entritis.

June 20—Fred Rehorst, 48 years; drowned in Willamette River.

June 26—Mary Stevens, 74 years, 750 Albina avenue; carcinoma.

June 24—Christian H. Behrens 52 years old, St. Vincent's Hospital; septic infection.

#### Real Estate Transfers.

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|---|---|
| C. H. Precemeder and wife to A. L. Mills, lot 4, block 149, Caruthers' Addition, June 6 | $3500 |
| Associated Banking & Trust Company to Thomas Gray, lot 5, block 10, Lincoln Park, June 8 | 100 |
| Carrie V. Potter to Zaidee E. Haseltine, 52x100, Stout and West Madison streets, June 20 | 900 |
| Louise W. Bartlett to the United States Fidelity & Guaranty Company, lots 8 and 9, block 96, Sellwood, June 1 | 1 |
| J. H. Hawley Co. to Riley Vernon, lot 9, block H, Portsmouth Villa Extended, June 24 | 212 |
| R. Livingstone, administrator, to Walter Smiley lot 3, block 6, Lincoln Park Annex, March 17, 1900 | 65 |
| J. A. Johnson to G. E. Graves, southerly half of lot 5, block 59, Albina; east half of the east half of lot 5, block 8, subdivision in Proebstel's Addition, June 25 | 1000 |
| Raffaello Bonofiglio to Title Guarantee & Trust Company, lot 1, block 2, Caruthers' Addition to Caruthers' Addition, June 26 | 1 |
| Macleay Estate Company to John Kirkley, east half of lots 7 and 8, block 118, Caruthers' Addition, June 26 | 500 |
| Macleay Estate Company to Carrie Kirkley, lot 3, block 118, Caruthers' Addition June 26 | 500 |
| William Killingsworth and wife to Lucy D. Hoye, lots 11 and 12, block 25, Central Albina, April 24 | 500 |
| Nelson Olson Jull to Emma Thomson, lots 15 and 16, block 42, Sellwood, June 26 | 460 |

For abstracts, title insurance or mtg. loans, see Pacific Coast Abstract Guaranty & Trust Co., 204-5-6-7 Failing bldg.

# EN ROUTE TO PORTLAND

### RIVERS AND HARBORS MEN WILL ARRIVE TOMORROW.

### First Trip Will Be to the Willamette Valley on the West Side, Returning by Boat.

The members of the rivers and harbors committee, on their arrival in Portland tomorrow morning, will be met by the committee of arrangements and taken to the Hotel Portland, for breakfast. At 9 o'clock they will board a special Southern Pacific train at Fourth and Morrison streets for Corvallis, where they will arrive at 12:15. After dinner and a short spin about town they will leave for Albany, leaving at 2:15 for Salem, and arriving there at 3:15. Their stay at the state capital is limited to 30 minutes, during which time they will meet the prominent citizens. Secretary of State Dunbar and Claud Gatch, of Salem, have the Salem entertainment in charge.

Oregon City will be reached at 5:15 by rail, and a steamer will be boarded for Portland. The visitors will arrive here at 6:30. The committee will be taken to the hotel on their return from the Valley, and a private dinner will be served. No guests outside the committee, except the Oregon Congressional delegation and Governor and Mrs. Geer will be present. Sunday will be spent in Portland, but the party will be left to themselves, so far as official business is concerned. Should the members desire to drive out, carriages will be provided by the committee of arrangements.

Monday morning the visitors will start down the Columbia by the steamer Potter. Astoria will be reached at 2:30 P. M. Here the lighthouse tender Columbine will be boarded for a trip to Fort Stevens, and out on the jetty, returning by way of Flavel to Astoria, when dinner will be served. A special train will be placed at the party's disposal for the return to Portland.

A vigorous effort is being made to induce the visitors to spend Tuesday in Oregon, and if the committee of arrangements succeeds, a trip will be taken up the Columbia River to Celilo, where the traffic situation of the inland Empire will be explained.

The rivers and harbors committee and guests are: Theodore E. Burton, chairman; Walter Reeves and Mrs. Reeves; Roswell P. Bishop and son; Ernest F. Acheson and Mrs. Acheson; Page Morris and Mrs. Morris; D. A. S. Alexander and Mrs. Alexander; Thomas H. Tongue; Mrs. and Miss Tongue; George P. Lawrence and Mrs. Lawrence; J. H. Davidson and Mrs. Davidson; Rufus E. Lester and Mrs. Lester; John H. Bankhead; Mrs. and Miss Richardson; Philip D. McCulloch and Mrs. McCulloch; Albert S. Berry and Mrs. Berry; Thomas H. Ball and Mrs. Ball; L. M. Ellis, secretary of the committee; Frank H. Hitchcock, chief of the Bureau of Foreign Markets, Department of Agriculture; J. W. Henckle, secretary to Mr. Burton, and Mrs. Henckle; A. Chris. Colonel J. A. Smith, chief of United States Engineers, Pacific Coast Division, and Mrs. Smith.

The party left San Francisco last evening by special train after spending 10 days in California. They left Washington June 3, and came around by way of Mobile, Ala., Houston, Galveston, San Antonio and Elpaso, Tex., where they gave more or less time to the rivers and harbors. From Portland they will go to Puget Sound, and some of them will go on to Alaska. Should they not be able to visit the Upper Columbia on this trip, some members of the party will return to Portland about July 15, and go East via the O. R. & N., stopping along the route to view the portions of the great waterway which need improving. They are due in Chicago July 30, whence they will scatter to their homes.

The citizens of Portland have spared no pains to make the committee's visit here a pleasant one. The entertainment programme has been committed to the following, by the various commercial bodies of the city: George Taylor, Jr., J. F. Batchelder, L. A. Lewis, John Gill, H. M. Cake, General C. F. Beebe, Samuel Connell, C. E. Rumelin, C. W. Nottingham, E. H. Kilham, W. H. Morrow and I. N. Fleischner. About 80 citizens have been invited to accompany the party on the various trips, and more would have been gladly welcomed were the accommodations sufficient.

## WORK BEGUN ON WOOLEN MILL

### Scarcity of Teams Retards Progress—Other East Side News.

Work on the Portland woolen mill at Sellwood is well under way. The power pit will be about 24 feet deep. From the pit the tailrace is being excavated southwest to Johnson Creek, a distance of several hundred yards. The earth from the power pit and tailrace will be used to fill a roadbed for the sidetrack from the Southern Pacific, which will enter the grounds from the south. The flume for conveying the water to the mill for power purposes is staked off. It will be about a quarter of a mile long and will take all the water from Johnson Creek, near where the old dam stood. Oscar Huber, engineer, is looking after the preliminary operations. Foreman Keenan, who has charge of the excavating, says it is hard to get teams, and work is retarded on this account. The plans for the buildings have been prepared by Architect Martin, and the contracts for their erection will soon be let.

#### Notes From Eastern Multnomah.

GRESHAM, June 27.—The Gresham baseball team is covering itself with glory by defeating all comers. The club will play Damascus next Sunday at that place.

Robert W. Leighton and Miss Eva Gould were married last evening at the home of the bride's parents, Rev. M. L. Hardingham officiating. John H. Robison was best man and Miss Clara Knight bridesmaid.

J. F. Redford, representing an Eastern starch factory, has been here looking over the field with a view to establishing a plant.

Henry Metzger is building a dwelling on the hill south of Gresham. It will cost $1200.

#### Tribute to Sellwood.

At the entertainment given by Sellwood Sub-Board of Trade Wednesday evening City Auditor T. C. Devlin delivered an address, in which he complimented Sellwood and vicinity for the extraordinary energy the citizens have displayed. He said it was through united efforts that the woolen mill was secured, and that other industries will be sure to follow. Mr. Devlin was sure that the sub-board has done great work, and declared that its officers should receive the support and encouragement of the community.

#### Ordinance Will Be Enforced.

The police will enforce the ordinance against ball playing in the streets. A large plate glass costing $100, on the Union avenue side of the Burkhard Building, was broken by a ball the other evening, and a window in a building on East Burnside street was smashed. Arrests will follow if the ordinance is violated in the future.

#### Will Discuss Cannery Enterprise.

At the meeting of the Sellwood Sub-Board of Trade this evening at Fireman's Hall the cannery enterprise will be discussed. It is not expected that a cannery can be got under way this year, but a start will be made.

#### Indorsed for County Missionaries.

At the quarterly meeting of the Multnomah County W. C. T. U. in the Baptist Church, Albina district, yesterday, Frances E. Gotshall presiding, Mrs. L. Hawkins, formerly city missionary of the Central Union, was indorsed for county missionary. A finance committee was appointed to recommend a plan for the support of the various lines of effort, including missionary work.

#### Death of Mrs. Mary Stephens.

Mrs. Mary Stephens died at her home, 750 Albina avenue, Wednesday morning. She had been a resident of the city for seven years. Six children survive her. They are: Miss Mary E., Charlotte R., John G. Stephens, and Mrs. John U. Vaughn, of Portland; Mrs. Julian Kune, of Chicago; Mrs. Wickliff, of Los Angeles.

#### East Sides Notes.

J. M. Woodworth, of the East Side, is at St. Vincent's Hospital, where he underwent an operation for appendicitis. He is recovering.

Rev. Robert McLean, of the Third Presbyterian Church, has been informed of the death of his brother, Rev. John McLean, D. D., at Del Norte, Colo.

Carpenters are pushing work on the interior of the Second Baptist Church, East Seventh and East Ankeny streets. The church will be dedicated Sunday afternoon.

J. W. Ivey, Collector of Customs for Alaska, left last evening for Alaska. He said to a friend that he expected to return and spend next Winter in Portland. From this it is judged that he does not expect to be reappointed Collector for that district.

Wise Bros & Wright, dentists, The Failing.

## BOTTLING UP A COUNTY.

### Rich Region That Is Denied Natural Routes to Market.

Lewiston Tribune.

The Grand Ronde country of Oregon is one of the inherently rich and productive sections that are denied their proper transportation outlet through the failure to use the waterway to the sea. The Grand Ronde country fronts on Snake River and is drained into that stream by the Grand Ronde River, its main water course. The country begins 30 miles from Lewiston; it is adjacent to Asotin County, Washington, and is as naturally related to Lewiston as a distributing depot as Asotin County is. Most of the commerce of the Grand Ronde is, however, hauled by wagon to Elgin, from 50 to 75 miles distant, whence it is transported over the Blue Mountains via the O. R. & N. road to Portland. Some of this traffic comes to Lewiston because it is a vastly better business center than Elgin, and the quantity is growing because a wagon road was recently built for that purpose. But the commerce coming this way is relatively small, because from here the facilities for reaching its destination at the port of Portland are primitive and disconnected and costly in time and money. In fact, after it reached here it would doubtless go out over a route fully as long and as disadvantageous as the one via Elgin, and so, as a general thing, that country stays in the familiar road until a better one offers. The Grand Ronde country, though, is isolated and retarded and is making very little use of its capabilities until it should be given the opportunities of a closer and natural market. It raises no grain whatever for export, although its lands are scarcely less productive than Nez Perce or Camas prairies. Yet this spring $200,000 worth of wool has been exported from there, with other products bringing the income up to $350,000. For the current year $500,000 will come in from wool and stock sales. The population now is about 6000. This country is entitled to the water route for its products and imports. It is a country for Lewiston to cultivate and draw nearer to, because they are naturally related, and some day in the not distant future will be commercially as close as Lewiston and Asotin County. It is held back because its communications are poor and expensive. It is suffering from the same arbitrary deflection of traffic routes from their natural and economical courses that other equally favored sections are complaining of, and from which they are asking and seeking relief. The evils of artificial restrictions upon commerce and development are thus wide-reaching, and by retarding legitimate opportunity and growth at the local point, sympathetically depress and retard at all the radial points.

## COMMERCIAL READING ROOM

### One Man's Suggestion in the Direction of Harmony.

PORTLAND, June 27.—(To the Editor.)—Yesterday's informal meeting of the Chamber of Commerce, as reported in The Oregonian, while highly amusing, discloses the fact that there are in our midst commercial elements which need harmonizing, and that Mr. Wittenberg, although wrong on the common-point question, was right in saying we need a shaking-up—a casting away of hindrances, and a general forward movement. I know that is the opinion of prominent Eastern business visitors here who, after they return to the East, say that Portland's resources and surrounding countries far outweigh Seattle and Tacoma combined, but they add that the lack of co-operation among Portland people and of go-aheadism will sooner or later retard our city's growth. What is the cause of this? Mr. Wittenberg says the acts of a few influential persons who here combine to control the people and manage to get around newcomers and draw them into their ways. This is a mistake. Rather say it is their inexperience of Eastern progressive ways, and consequent exclusiveness on the plea that it is safer to work their affairs in narrow grooves. It is the lack of daily intercourse and interchange of views on local problems with all classes of our Portland community. "Iron sharpeneth iron"; so also would we all be if thrown, without much loss of time, into daily contact with each other, and personally discuss, but not in public assemblies, the wants of our town which mature so often in a growing city of 100,000 people.

How is this to be accomplished unostentatiously? Have one general rendezvous (outside the present clubs) or 'change—a commercial newspaper (large) reading-room, in, around or near the Chamber of Commerce building, but on the ground floor only, where its members will quietly drop in daily and casually meet each other without searching for them in offices. One dollar a month membership fee, limited to 400 or 450 select persons—admitted only by committee of membership, would provide ample funds to meet all expenses. In addition to its being an indirect way of meeting others on business matters, sociality and friendship would mature, and, above all, erroneous views caused by exclusiveness and want of knowledge of local problems, would be quickly dispelled by personal explanations.

Who will set the ball a-rolling and found this reading-room, or must we remain as now, an uncongenial business people?

A PORTLAND MERCHANT.

## FOR THE SEA COAST.

O. R. & N. Co.'s new steamer Hassalo leaves Ash-street dock, Portland, daily except Sunday at 8 P. M. (Saturday 10 P. M.), connecting following morning at Astoria for all beach points. Tickets and berth reservations at city ticket office, Third and Washington, or at Ash-street dock.

### CANADIAN PACIFIC.

#### Special Rate Notice.

To Detroit and return, $81.25; tickets on sale July 1, 2 and 3, final limit August 31. Cincinnati and return, $78.50; tickets on sale July 1, 2 and 3, final limit September 1. Our "Imperial Limited" service was inaugurated on the 10th. You are only four days crossing the continent. For further particulars call on or address H. H. Abbott, 142 Third street.

A SLAUGHTER IN HATS

MEN'S HATS $1.85 MEN'S HATS

WORTH $2.50 AND $3.00

In all the new shades—Side Nutria, Pearl, Smoke Pearl, Side Beaver, Seal, Cedar, Mauve and Brown.

SEE DISPLAY IN THIRD-STREET WINDOW.

SAM'L ROSENBLATT & CO.

THE RELIABLE POPULAR-PRICE CLOTHIERS

Third and Morrison Streets


# DEMURRAGE FOR CARS

### NEW RULE TO GO INTO EFFECT IN NORTHWEST JULY 20.

### Schedule of Charges for Detention of Freight Cars for Unreasonable Periods.

Railroads of the Northwest now have no rules to protect them in the matter of delays in unloading freight cars. The Terminal Company in Portland has a schedule of charges for unusual or unnecessary delay, but outside of Portland consignees can take their own time to unload and the companies frequently suffer serious inconvenience through the unreasonable detention of rolling stock. This practice is to end July 20, when a demurrage agreement entered into by all the railroads entering Portland, Astoria, Spokane and the Puget Sound cities will go into effect.

According to the terms of the official announcement, after that date all cars which are detained by shippers over and above 48 hours from the time of their delivery at their destination will be charged for at the rate of $1 a day for the first five days over 48 hours, and thereafter at the rate of $2 a day. An exception is made in the matter of cars loaded with wheat in the respect that such cars will be allowed 72 hours to be unloaded. Exceptions are also made in the following cases:

Cars with through consignments not held for orders; freight carried on export bills of lading; all company material; hops and wool in railroad companies' warehouses; traffic locally competitive with water navigation; coal in and for the bunkers of the members; livestock or cars of freight carrying less than carload lot rates.

This agreement will be enforced by a commissioner to be chosen by the association and to whom shall be referred all cases arising under it. Each member of the association is bound to observe its provision, under a penalty of $500 for each violation reported.

### ROAD TO KLAMATH FALLS.

#### A. B. Hammond Said to Be Aiming That Way From the Coast.

There has been a great deal said and written about a railroad to Klamath Falls. The Oregon Midland project that was so promising a year ago seems to have failed entirely, and now another enterprise is on foot, which the Yreka (Cal.) Journal thus describes:

"A party of Southern Pacific surveyors started some days ago from Klamathon and are now running a preliminary line up Klamath River, following in part the survey which was made a year ago by the Oregon Midland. A larger surveying party is now at Klamathon ready to start over the ground for a permanent survey.

"It is reported on apparent authority that the road now being built up the Klamath from Eureka by Mr. Hammond is interested in this move in connection with the Southern Pacific, with the intention not only of giving outlet to the timber of Klamath County, but also to connect at Klamath Falls with the Columbia Southern, now being built from the north, thereby opening the most direct route to or from the north and east.

"The route through the mountains between Klamath Falls and Klamathon has an easy grade, is without a tunnel, and can be traversed with one-fourth the difficulty and cost which was incurred by the Southern Pacific in crossing the Siskiyous."

The Yreka Republican gives strength to this report and theory by the following paragraph:

"Speaking of the railroad prospects, a reliable citizen of this place says that J. G. Pierce told him yesterday that the iron and rolling stock for the railroad from Klamath Falls to Klamathon were already bought, and the contract for grading was to be let at once. Our informant said that this statement by Mr. Pierce was fully corroborated by a letter to him from a party who is prominently interested in the enterprise."

The Klamath Falls Republican says it has information, not imparted for publication, confirming the foregoing paragraph, and expressing the conviction that grading will begin within 60 days.

### CANADIAN PACIFIC STRIKE.

#### Road Is Seriously Inconvenienced—Public Sentiment With the Men.

NEW YORK, June 27.—According to a Montreal special to the Times, although the Canadian Pacific management maintains that the road is not inconvenienced by the trackmen's strike, it has much difficulty in runing Western trains. The Imperial Limited westbound was delayed for several hours at Calgary recently because the company could not obtain men to fill up washouts. Galactians refused $5 per day to go out. Now the Canadian Pacific Telegraph Company has been unable to handle telegrams to Winnipeg because its wires to the west are down.

The Imperial Limited has managed to get through every day, but the engineers refuse to take out any trains on the Western sections until they are preceded by a pilot. The company recently had 145 men sworn in as special constables, and sent them to Calgary to prevent trouble, but as public opinion is said to be strongly in favor of the strikers persons refuse food to those who take their places and they are supplied from the buffet cars.

VANCOUVER, B. C., June 27.—The first through train from the East for three days is due to arrive early tomorrow morning, the delay having been caused by washouts. Locally there has been little change during the past 24 hours in connection with the strike of Canadian Pacific trackmen. It is understood that a settlement will be made soon.

### NEW WHARF AT VANCOUVER.

#### Improvement by the Portland, Vancouver & Yakima Railroad Co.

VANCOUVER, Wash., June 27.—President I. N. Gray, of the Portland, Vancouver & Yakima Railway Company, says that company is making preparations for the construction of a modern wharf and warehouse at the foot of West C street on the city levee. The company was some time ago granted a franchise on the city water front for its tracks and log rollway. As a consideration of the franchise the company agreed to expend for the benefit of the public, upon the property in the erection of wharves, warehouses and docks, not less than $5000 before October 1st of this year, and it is the intention of the company to have the proposed improvements completed by that date. The dock will have about 200 feet frontage, and the warehouse will be a frame structure 50x100 feet. The improvement will be a great convenience to the city, which is at present poorly provided with wharves and warehouses.

#### Transportation Notes.

The steamer T. J. Potter will tomorrow make her first trip of the season to the seaside, leaving the Ash street dock at 1:15 in the afternoon.

An Olympia paper says it is ramored there that the local train between Portland and Seattle is to be withdrawn. Northern Pacific officials in Portland have heard nothing of it, and place no reliance in it, as the train does a large business.

J. T. Donovan, agent of the Illinois Central Railroad at Paducah, Ky., who has been attending the meeting of agents at Denver, spent yesterday in Portland, accompanied by his family. The party also included Mr. Morrisy, a New York railroad man, and his family.

The Illinois Central Railroad has just received 100 new 40-foot furniture cars and has placed an order for 200 50-foot furniture cars, delivery of which will begin July 1 and continue at the rate of five per day until completed. These cars are procured specially for the accommodation of Pacific Coast traffic.

The Lewiston Tribune announces that the Northern Pacific Express Company has raised the rate on fruit for shipment East 50 cents per 100 pounds. This is attributed to the fact that the growers have enjoyed an unusually good market this season and the transportation company wants a larger share of their prosperity.

On July 5, when a new time table will go into effect, the regular train on the Wendling branch of the Southern Pacific will extend its run from Springfield, which is now the Western terminus, to Coburg, eight miles northward, on the Woodburn-Springfield branch. This train will relieve the Woodburn of switching on that end of the line. Ballasting on the Wendling branch will begin as soon as the company can get at work at the Armitage gravel pit.

## PERSONAL MENTION.

C. C. Murton, of McMinnville is spending a few days in Portland.

The engagement of Miss Rose Brown, of Marysville, Cal., to Harry Rosenthal, of Portland, is announced. The couple will be at home Sunday, June 30, at 610 Octavia street, San Francisco.

New York, June 27.—Northwestern people registered at New York hotels today as follows:

From Portland—J. T. Ross, at the Murray Hill; P. P. Dabney and wife, at the Manhattan; R. Forbes, M. G. Munly, J. T. Barron, at the Marlborough; W. W. Catlin, at the Fifth Avenue; H. W. Coe, at the Waldorf; F. M. Warren, Jr., at the Grand.

From Astoria—J. Nordstrom, F. A. Fisher, E. A. Fisher, at the Marlborough.

From Spokane—Mrs. C. G. Brown, at the Grand Union; A. S. Jamison and wife, at the St. Denis.

From Seattle—A. P. Sawyer, at the Navarre; E. Brady, at the Hoffman.

#### Missionary Life in China.

Rev. F. Poole in The New Lippincott.

China is a land of uncertainty, and the foreign resident in that land lives, as it were, on the edge of a slumbering volcano, in constant dread of an overwhelming eruption. We had scarcely recovered from the shock of a thrilling experience when we began to hear disquieting rumors of the Chinese having risen against the foreigners in other sections of the country. In one such outbreak a colleague had been foully murdered. The dangerous infection soon spread to the city in which we lived, and almost without warning the storm burst upon us in all its fury. Experience has taught us to be prepared for such emergencies, and the day before the maddened, hostile Chinese rabble attacked and ultimately destroyed our home, my wife and I, aided by one or two friendly Chinese, had quietly left the city and traveled several miles across an arid plain until we reached the river, when we boarded a small native boat which for several days had been kept in readiness for this contingency. Then began a heart-breaking and never-to-be-forgotten journey of 10 days, days full of unspeakable terror, for we were constantly in danger of discovery and attack, which we knew would mean torture and death.

#### Hunting Elephants.

Geographical Journal.

Near the Malkas on the Tana River are the chief drinking places of the game, which mostly live in the bara. The natives harry the game a great deal, the Wasanta or Wata or Waboji, the hunting tribe of the country being always after them, snaring them and sitting up over water for them, and nearly every village has its game pits. The elephants are the chief victims, as the natives, besides Arabs and Swahilis from the coast, spare neither age nor sex, and if the government, instead of troubling as much as they do about the shooting of European sportsmen, would turn their attention to this butchering of cows and young ones, their efforts at preserving game might be more effective. A few Gallas kill elephants in a very daring manner, though, and deserve everything they get. They track them from water till they stop to rest, either standing sleeping at night or drowsing under a tree in the heat of the day. They then smear themselves with elephant dung and, creeping up, plunge a spear with a head like a trowel into the elephant's belly, slipping away at once in the confusion. The elephant rushes off, the handle of the spear catching in all the bushes, and his intestines are soon so cut about that he lies down and dies. The large majority of natives, though, have a most wholesome dread of any dangerous beast. The elephants on this river seem to carry as heavy tusks as any in the world. Out of the tusks of four elephants we shot the shortest was 7 feet 2 inches, while the longest was 9 feet 5½ inches, and the weight varied from 80 pounds to 120 pounds a piece.


EXTRAORDINARY LOW RATES

The O. R. & N. Co., on July 2 and 3, will sell round trip tickets to Detroit and Cincinnati at a great reduction. City ticket office Third and Washington.

CANADIAN PACIFIC.

Tickets at special rates to Detroit and Cincinnati will be on sale July 1, 2 and 3. These are good on our fast train, the "Imperial Limited." For further particulars call on H. H. Abbott, 142 Third street.


### DAILY METEOROLOGICAL REPORT.

PORTLAND, June 27.—8 P. M.—Maximum temperature, 69; minimum temperature, 52; river reading at 11 A. M., 14.3 feet; change in the past 24 hours, —0.3 foot; total precipitation, 5 P. M. to 5 P. M., 0.10 inch; total precipitation since Sept. 1, 1900, 42.58 inches; normal precipitation since Sept. 1, 1900, 45.38 inches; deficiency, 3.00 inches; total sunshine June 26, 6:00; possible sunshine June 26, 15:48.

WEATHER CONDITIONS.

Light showers have fallen during the last 24 hours in Northwestern Oregon, Washington, Northern Idaho and Montana. It is decidedly warmer in Northern California, Nevada, Utah and Southern Idaho, while elsewhere in the Pacific States the changes in temperature have been small and unimportant. The indications are for fair and warmer weather in this district Friday.

WEATHER FORECASTS.

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

Portland and vicinity—Fair and warmer; northwesterly winds.

Oregon and Washington—Fair; warmer, except near coast; northwesterly winds.

Idaho—Fair and warmer; westerly winds.


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.