

ELASTIC UTILITIES FEATURE OF THE NEW CHARTER

Members of the Commission regard its provisions entirely too rigid for justice.

Frederick V. Holman busied himself at last night's meeting of the Charter Commission in principally in pointing out the elastic phrases and in suggesting ideas for flexibility so as to ease the condition of the municipal body if the new charter should be adopted.

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NEW COURSE OF STUDY RENDERED NECESSARY BY THE CHANGE IN TEXT-BOOKS.

Until That Shall Be Done, Cost of Change in Any Given Grade Is Uncertain—New Geographies.

The change in text-books renders necessary a revision of the state course of study.

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ASSISTANT TO PRESIDENT OF SOUTHERN PACIFIC

Earl H. Fitzhugh.

Earl H. Fitzhugh, who was Tuesday appointed assistant to the president of the Southern Pacific Company, in San Francisco, was vice-president and general manager of the Vermont Central until about three months ago, when he resigned and came West.

Mr. Fitzhugh was born in February, 1853, in Montgomery County, Missouri, and was educated in the public schools at St. Louis, Mo. He entered the railway service in 1874 as clerk in the office of master car-builder in the St. Louis, Kansas City & Northern Railway, since which he has been connected with the railway service of the same road; to 1889, chief clerk to the superintendent of the Western division of the Wabash, St. Louis & Pacific Railway; 1889 to 1890, superintendent of transportation of the Wabash road, successively in the office of master car-builder at Moberly, Mo.; January, 1890, to May, 1890, superintendent middle division of the same road at Toronto, Canada; May, 1890, vice-president and general manager of the Vermont Central; May, 1890, H. E. Huntington in the Southern Pacific office.

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A FAMILY CONCERN.

The Hydes, of Plainfield, Incorporated for Investment Purposes.

NEW YORK, July 11.—The Hyde family, of Plainfield, N. J., has incorporated itself. Hereafter the \$1,000,000 estate left by Charles Hyde will be known as the Union City Investment Company, with his widow, his four sons and his daughter as the six stockholders.

Mr. Hyde died June 12 last. He bequeathed his large estate to his widow, Elizabeth Kepler Hyde, his four sons, Dorsey W. Hyde, Francis Delacy Hyde, Lewis Hyde, and Charles Hyde, Jr., and his only daughter, Miss Edith Hyde. Much of the estate is in land around Plainfield, as well as oil wells and building property at Titusville, Pa., where Mr. Hyde laid the foundation of his fortune. Besides he owned two banks in Titusville and numerous railway shares, including practically all of the New Orleans & Northwestern railroad. To charity he left \$100,000.

Miss Hyde, who has hitherto devoted herself to society, now becomes a director in this family corporation. It is chartered to deal in stocks, bonds and mortgages, and to invest in any business enterprise, water and railroad securities. Young Francis Delacy Hyde, a graduate of Yale, is named as president of the company, and his brother Lewis is secretary. Both now live in Titusville. For the present the only transactions will be in the sale of lots around Plainfield. The corporation is the first of the kind in New Jersey. There have been several in this State, but only in the hereafter, and was not a marriage ceremony known to or recognized by the laws of Utah. Mrs. Hilton, claiming to be the widow of Dr. Park, had secured for part of the estate.

It is Mormon Church doctrine that a woman dying out of the marriage state does not occupy so high a plane in heaven as a woman who has been married. In 1872 Miss Armitage, afterwards Mrs. Hilton, was believed to be dying, and in order to add to her happiness in the hereafter, she was married to Dr. Park, who had secured for part of the estate.

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THE RELIABLE POPULAR-PRICE CLOTHIERS THIRD AND MORRISON STREETS.

GREAT SEMI-ANNUAL SALE

FIFTEEN PER CENT REDUCTION—except contract goods. Men's Outing Flannel Suits, consisting of coats and pants, single and double-breasted, the very latest, all sizes. Prices \$7.50, \$8.50, \$10, \$12 and \$15.

EXTRA SPECIAL MEN'S EXTRA SPECIAL

SOFT HATS

\$2.00, \$2.50 AND \$3.00 VALUES ONLY

ALL BROKEN LINES SEE DISPLAY IN THIRD STREET WINDOW \$1.25

HIT THE TARGET'S CENTER

BATTERY A GUNNERS PROVED TO BE GOOD MARKSMEN.

Their Outing at Camp Whiting Was a Success in Every Way—Personalities and Athletics.

Begrimed with dust, and looking as if they had participated in a real campaign, the officers and men of Light Battery A, Oregon National Guard, arrived home yesterday from Camp Whiting, near Sandy, pleased with their outing, yet glad to be home again.

When the firing of the big 24 breech-loading rifle at a range of 300 yards. Fifteen shots were fired in all, two shots being tried to find the range, and when this had been done the target was struck at a high clip, across a deep canyon and on the other side of Sandy River. Every gunner had a shot, and the officers, it was remarked at the time that all the officers made perfect shots. The range was then changed to 1000 yards, and the results were excellent. Every one of the shots would have been effective at a 1200 yard range.

Other work before the battery was getting gun practice at various ranges, from 100 yards up to 1000, with excellent results, also mounted a breech drill, and mounted a platoon practice.

But it was not all work. Wonderful baseball pitchers were discovered in several of the gunners, and it is understood that these young men are being carefully watched by baseball magnates on the hunt for new pitchers. Gunner Turford shot as champion jollier and baseball player every time he was out on duty.

City Superintendent of Schools Frank Rigger was in his office at the City Hall yesterday and will be in the city till Saturday. He is going to Newport next week to lecture on pedagogy and to attend the history in the Summer school there, and to revise the course of study in the city schools so as to introduce the new text-books. This will be quite an extensive job, as the books have been changed from A to I.

On July 13 Mr. and Mrs. D. M. Dunne will celebrate their silver wedding, they having been married in San Francisco July 13, 1881. On account of the vast number of their friends, it has been decided not to attempt to send invitations to them, but all their friends who may call on them are asked to look up to their course of duty. Mr. and Mrs. Dunne have been blessed with nine children, eight of whom are living, their ages ranging from 24 years down to 18 months. They were born in San Francisco, the others in Portland. Mr. Dunne says the last born is taking a great interest in the approaching celebration.

New York, July 11.—Northwestern people registered at New York hotels today are as follows: From Portland—L. Hirsch, at the Savoy; A. A. Morrison, at the Grand Union; W. Macmaster and wife, at the Albatross; M. N. Tenenson, at the Navarre. From Spokane—M. H. King, C. P. King, at the Park Avenue.

From Seattle—J. Schoffert, L. Hasberg, at the Broadway Central; S. Rosenberg, at the Navarre; J. W. Hayes, at the Arlington.

Femininity—Julia—Fanny married a very handsome man, and she is absolutely nothing to be ashamed of. She is absolutely nothing to be ashamed of. She is absolutely nothing to be ashamed of.

Brooklyn Life.

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ALREADY LAYING TRACK

PROGRESS OF WASHINGTON & OREGON TOWARD VANCOUVER.

More Laborers Needed to Push Enterprise—Application to Condemn Bridge Pier and Franchise.

VANCOUVER, Wash., July 11.—Edmund Rice, Jr., general manager of the Washington & Oregon Railroad, who has been here several days this week looking after the interests of the new road, says the work of construction is progressing in a satisfactory manner. About the only cause for complaint, he says, is the scarcity of laborers, considerable difficulty having recently been encountered in procuring all the men needed. One thousand men could be employed on the line at this time, Mr. Rice says, if they were to be had.

Mr. Rice still thinks, however, he will be able to have trains running into Vancouver over the new road about October 1. The Lewis River bridge will not be completed for some time after that date, but it is proposed to transfer cars across the river by means of a temporary ferry until the completion of the bridge. Already almost a mile of track has been laid from Kalama, besides sidetracks, and the first engine for the company has arrived and is being used to draw construction trains.

The company is negotiating for land suitable for depot and terminal ground contiguous to the line in this city. The company's petition for condemnation of the bridge pier and bridge franchise across the Columbia of the Portland & Puget Sound Railroad Company, filed some time ago, has been granted by Judge Miller of the Superior Court. A jury will be empaneled September 10 for the purpose of