ONE CHANGE IS MADE

W. E. COMAN, ASSISTANT-GENERAL FREIGHT AGENT O. R. & N.

His Appointment Comes as a Surprise to Portland Railroad Men—Its Significance.

SALT LAKE, Aug. 14.—Wilbur E. Coman, general agent of the Oregon Short Line in Salt Lake, has resigned his position in order to become assistant general freight agent of the O. R. & N. Co., with headquarters at Portland. Mr. Coman has held various important railroad positions throughout the Northwest and came to this city from Portland about six months ago.

(Mr. Coman's appointment is a surprise in Portland. While he must have been under discussion for the place, the fact was concealed from the railroad colony. Indeed, everything is concealed now under the policy of buttoned lips, for all officers and employes from president down. At the O. R. & N. offices no news had been received up to closing hours last night confirmatory of the Associated Press dispatch. Mr. Coman was for several years general agent of the Oregon Short Line in Portland and is rated an industrious, intelligent freight man. He is the son of E. B. Coman, a veteran conductor of the O. R. & N., and a brother of Miss Wynn D. S. Coman, who is associate editor of Munsey's Magazine.

Who will Mr. Coman displace? This is a conundrum. R. B. Miller is the assistant general freight agent, an efficient man in every way, who stands high in the estimation of his superiors. Practically he has been the general freight agent of the company ever since J. G. Woodworth left the position about 18 months ago. Mr. Coman's appointment can not help but mean Mr. Miller's displacement, and one guess is that the change will land Mr. Miller in the general freight agent's chair.

Another query: Is Mr. Coman's appointment to be construed into the beginning of a shake-up? Railroad men generally are of the opinion that there will be no sweeping changes. Each company in the "harmony" pool must keep up its present organization and each will be anxious for business. A few men in the soliciting departments are likely to be let out, and some few clerks in ticket offices are slated to go, but the autonomy of each railroad must be maintained.)

PRESIDENT BURT RETURNS EAST.

He Was Accompanied by President Hughitt of the Vanderbilt Line.

Railroad row speculated all day yesterday on the brief and somewhat mysterious visit of President Burt, of the Union Pacific. He arrived unannounced to laymen on a special train at 8 o'clock Tuesday evening, and left for the East on a special train at 7 o'clock yesterday morning. Accompanying him were President Mohler, of the O. R. & N., and President Marvin Hughitt, of the Chicago & Northwestern. President Mohler went only as far as Huntington and is expected home this evening. Presidents Burt and Hughitt will continue to the East, traveling by daylight.

As the visits of railroad men these days are declared to be without significance, the coming and going of men like Burt, Mellen and Hughitt must mean something, especially the combinations in which they come and go. President Hughitt arrived at noon Tuesday with President Mellen, of the Northern Pacific, and at 7 Wednesday morning he started home with President Burt, of the Union Pacific. Community of interest has done wonderful things in the way of peace for the Union and Northern-Great Northern interests, but there are a few points that may have to be submitted to arbitration, among them, for example, railway building in the Clearwater country. All points of difference must be referred to William K. Vanderbilt for arbitration. The Chicago & Northwestern, of which Hughitt is president, is a Vanderbilt road. This may explain the high esteem in which Mr. Hughitt is held just now by the Union Pacific and Northern Pacific, and the overwhelming desire of each side to demonstrate what a mighty fine thing community of interest is.

The principal business before the Union-Southern, or Harriman lines, is the consolidation of the offices of the two companies in Portland. This undoubtedly was the subject considered by Presidents Mohler and Burt.

Clark Denies the Report.

NEW YORK, Aug. 14.—The Tribune says that Senator William A. Clark, of Montana, who is in this city, has contradicted a report that he conferred with representatives of E. H. Harriman in Chicago, and that there had been an agreement by which the southern branch of the Oregon Short Line would be turned over to him and Union Pacific opposition to his railroad between Los Angeles and Salt Lake City will cease. Senator Clark said that there has been interference with the building of his railroad from Los Angeles to Salt Lake, the trouble being of such forcible kind as to call for the interference of the courts. Injunctions and orders for arrests have been obtained, he said, and he expects to carry the work of building the road to a successful termination.

Merging of Agencies.

CHICAGO, Aug. 14.—Executive representatives of the Union Pacific and Southern Pacific, who have been in Chicago for several days, working on the details of the plan for the consolidation of the outside agencies of the two systems, are said to have completed their work, and it is stated that the agencies are to be merged under the management of the Southern Pacific Company. With the merger, it is said, thousands of soliciting passenger and freight agents will be thrown out of employment.

FOR FINEST FIREWORKS.

Carnival Will Make Most Brilliant Displays.

The immense amount of preliminary work connected with the coming carnival is being expedited with the usual energy characteristic of the committeemen having the matter in charge.

The executive committee held another meeting last night, at which General Summers presided and Secretary Mann, D. Solis Cohen and many other active workers were present.

W. H. Grindstaff appeared as a representative of the Multnomah Club, and it was arranged that the carnival executive committee meet tonight with the Multnomah executive board, at the latter's clubhouse, to arrange details for the athletic contests, etc.

Sol Blumauer and Captain Edwards made a report for their special committee on German garden, recommending that the concession be let to the highest bidder and that bids be advertised for in The Oregonian. The village is to be located out doors, with the privilege of moving into the building in case of rain.

L. D. Cole, chairman of the advertising committee, reported the progress of the work of his committee, and Chairman Cordray made a good showing in regard to the special attractions being negotiated for.

A. H. Devers submitted a proposition from a pottery company to have a working exhibit at the carnival, and the committee at once accepted. The pottery feature has always been a good thing at expositions, and is particularly pleasing to the children.

Superintendent Rowe is now kept very busy allotting space to exhibitors. People who want the concessions to sell articles in the Exposition building during the carnival may now prepare their bids. The concessions committee will at once advertise in The Oregonian a list of the concessions they have to dispose of, and ask for bids.

FINEST OF FIREWORKS.

Very Brilliant Displays Will Be Made at Carnival.

Arrangements were made last night for fireworks of a new kind at the carnival, of which the following is a partial programme:

OPENING NIGHT.

1. Opening salute.
2. Illumination of surroundings.
3. Ascent of superfine rockets.
4. Discharge of six 18-inch shells.
5. Volleys of saucessons.
6. Set piece, Portland, Enterprising, Prosperous.
7. Set pieces, Golden Fountains, 50 feet long.
8. Batteries of diamonds.
9. Birds of a Feather, novel gravity device.
10. Set piece, Multnomah Falls.
11. Discharge of aerial shells.
12. Ascent of Electric Star and other fine rockets.
13. Set piece, "Come Again."
14. Set piece, "And Don't you Forget It," with comic sketch.

HORSE SHOW.

1. Signal rockets.
2. Set piece, Pharaoh's Horses, or Head of Local Equine Celebrity.
3. Batteries of electric spreaders.
4. Illumination 12 pieces.
5. Set piece, "Blood Will Tell," comic mechanical sketch; Kicking Mule, Wheel Come Off, Demolished by Explosion.
6. Set piece, The Automobile, going.
7. Set piece, The Automobile, coming back.
8. Set piece, Equestrian Device, (as per choice).
9. Set piece, Home Sweet Home.

ATHLETIC.

1. Opening salute.
2. Illumination.
3. Set piece, "Throwing the Discus," Grecian sculpture.
4. Batteries of magnesium candles.
5. Set piece, Horizontal Bar Performer (mechanical).
6. Batteries of glow worms.
7. Aerial hanging chains of fire.
8. Set piece, Tight Rope Walker (mechanical).
9. Musical batteries.
10. Aerial harlequinade.
11. Set piece, Athletic Club, monogram.
12. Flower pots in groups.
13. Rockets with new electric effects.
14. Set piece, Good Night.

YACHT RACE.

1. Illumination with National colors.
2. Set piece, American Flag.
3. Set piece, English Flag.
4. The Starting Gun.
5. Set piece, yacht "Shamrock."
6. Set piece, yacht "Constitution."
7. Set piece, The Winning Colors.
8. Sir Thomas Lipton.
9. Set piece, Dancing Sailor.
10. Auld Lang Syne.

ELKS' NIGHT.

1. Elks' salute.
2. Elks' illumination.
3. Batteries of purple and white.
4. Set piece, Auld Lang Syne.
5. Set piece, "Elks Head."
6. Set piece, Grandfather's Clock, swinging pendulum.
7. Set piece, motto and device, comic.
8. Set piece, an elk's tooth, comic.
9. Set piece, Home, Sweet Home.
10. Aerial shells for finale.

ARMY AND NAVY.

1. Opening salute.
2. Set piece, "Our Boys of the Second."
3. Flight of aerial shells.
4. Illumination.
5. Rockets with fine effects.
6. Set piece, "Battle-ship Oregon," 30x50.
7. Set piece, "Battle-ship Oregon," 30x15. Pyrotechnic cross-firing to represent engagement.
8. Set piece, "What Did Dewey Do to 'Em."
9. Discharge of shells and rockets.
10. Set piece, "Good Night."

Pioneer Portland Street.

One of the original ideas that General Summers has in connection with the Carnival is the reproduction of a typical pioneer Portland street of 50 years ago. It will be a novel feature, showing the old log cabins and primitive frontier buildings, the old Oregonian office, etc., all just as they used to stand. Not only can the street be reproduced, but also quite a few of the people who used to stand on it can be requested to stand on it again. Among them will be Mrs. Lovejoy, who furnished a lunch to the men who built the first house in Portland.

Multnomah Falls.

At the exposition two years ago the ideas of President Breeden and Superintendent Baker resulted in a reproduction of Multnomah Falls on a grand scale in Machinery Hall. The feature was much admired, and gave general satisfaction. It will be reproduced this year, with all its spectacular effects of actual falling water, real rocks and trees, rustic bridge and grassy sward.

Native Sons.

It is confidently expected that the Oregon Native Sons will take a prominent part in the coming Carnival, and that their picturesque log cabin in the east wing will be headquarters for pioneers and their sons and daughters.

WOMAN'S WORK.

With the Needle, in Hair, Embroidery, Shells, Etc.

Diplomas will be awarded for exhibits of the following:

Articles in this class must be the handiwork of the exhibitor competing.
Best display of sea moss.
Best needle work by hand, three specimens.
Best display crochet work—shawls, toilet sets, slippers, purses, hoods, fascinators, tidies, afghans, infants' sacques, infants' bootees, etc.
Best bedquilt in lace.
Best chenille work.
Best Spanish drawn work, viz: tidies, dollies, scarf and pillow-shams, bedspreads, table covers, lady's underwear, etc.
Best infants' outfit in Spanish work.
Best infants' embroidery, flannel.
Best specimen of gold and silver embroidery.
Best lace, crochet, five yards.
Best lace, honiton, set.
Best lace, honiton, five yards.
Best lace, Battenberg, set.
Best lace, Battenberg, five yards
Best doll's outfit.
Best display of children's clothing.
Best embroidered table-cover.
Best embroidered ottoman-cover.
Best embroidered chair seat and back.
Best embroidered fire screen.
Best embroidered sofa pillow or cushion.
Best embroidered tea-cloth.
Best embroidered tray-cloth.
Best embroidered piano scarf, two ends.
Best embroidered dressing-gown.
Best silk embroidery in flannel.
Best embroidery work in linen.
Best embroidered linen frame for photographs.
Best point lace handkerchiefs, hand-made, two specimens.
Best cigar-ribbon sofa pillow.
Best fancy baskets, three specimens.
Best paper flowers, complete assortment.

Ladies' Furnishing Goods, Dresses, Cloaks, Millinery, Etc.

General display of silk, woolen and cotton goods, etc.
Ladies' dress suits, style and finish.
Display of laces and embroideries.
Ladies corsets.
Skirt and stocking supporters.
Display of ladies' underwear.
Display of millinery and straw goods.
Display of artificial flowers.
Display of ostrich feathers, plumes, etc.
Display of buttons, fringes and dress trimmings.
Specimens of work done in the building on a sewing machine.

Wooden Ware, Brushes, Wire Goods, Willow Ware, Etc.

Display of wooden-ware.
Display of cooperage.
Assortment of boxes, butter packages, etc.
Wine cask.
Beer keg.
Display of brushes.
Display of brushes made in pavilion.
Display of brooms.
Assortment of baskets.
Refrigerator and icebox.
Beer cooler.
Power churn.
Hand churn.

TO DISCUSS FRANCHISES

CHARTER COMMISSION WILL TAKE UP IMPORTANT AMENDMENTS.

Dr. Harry Lane Proposes to Permit Corporations to Fix Values, and Then Hold Them to Estimate.

The Charter Commission will meet tonight, and, as has been the case for several meetings lately, the report of the committee on franchises and utilities will probably be the most important matter discussed, if not the only one. It is probable that the committee will make a supplementary report upon certain amendments submitted by various members of the commission at the last meeting. The commission, instead of adopting these amendments when they were presented, referred them back to the committee, together with the sections to which they refer.

Probably the most drastic amendment to be considered is one by Dr. Harry Lane. This amendment provides that each franchise-holding corporation shall make a sworn statement of the value of its taxable property to the Assessor for the purposes of taxation; that this valuation shall not be disputed, but that the city shall reserve the right up to the time for the next assessment to purchase such property for the value set forth in the sworn statement, with the addition of 10 per cent thereof.

C. E. S. Wood submitted an amendment to Dr. Lane's motion to the effect that the valuation which the franchise-holder returns for the purpose of taxation may, at the option of the city, either be disputed, or if at any time within the year during which it is made the franchise shall be bought in the manner hereinafter provided by the city, that the price shall be determined and the franchise-holder shall be estopped by his own valuation.

Mr. Devlin also submitted an amendment relative to franchises, which is as follows:

Hereafter no franchise of any kind shall be granted to any person whatsoever which shall vest in the franchise-holder any interest whatever in or to the street, alley, highway or the easement therein, but their interest in and control over said street, alley or highway, and all tracks, pavements, improvements or appurtenances whatsoever, by whomsoever placed in said street, alley or highway, shall be in every particular, exclusively and absolutely, in and within the city.

An amendment submitted by Sol Hirch, striking out that part of the report which gives the Council power to change the grades of streets to conform to grades of railroads, is also to come up fr consideration.

An amendment was adopted at the last meeting forbidding railroads to be constructed on any street between Jefferson and Everett, First and Seventh streets. This amendment was offered by Frederick V. Holman. A peculiar fact in connection with the amendment is that it did not forbid the construction of a railroad on First street. It is probable that an effort will be made to insert First street tonight. Under the provisions of an amendment offered by Mr. Hirsch and adopted, before a railroad can be built on any street, two-thirds of the property-owners must consent thereto.

It will not be possible to have the report on civil service and salaries completed by tonight's meeting, and it is probable that the discussion of the franchise question will take up the entire evening. The consideration of the entire report was not completed at the last meeting.

GRAZING PROBLEMS.

Either the Live Stock Companies or the Settlers Must Go.

WESTFALL, Or., Aug. 13.—(To the Editor.)—Noticing in your issue of June 21 the article of F. C. Lusk in regard to leasing the ranges, I am tempted to write from the view of the homesteader. First, as to Mr. Lusk's contention that the "opposition of public opinion to leasing the ranges has been crystallized in favor of leasing," I do not think a poll of all the settlers in the range counties would show this. He says that on cattle-owners' "land, plant, buildings, meadows, etc.," and all cattle, full taxes are paid. Now, if Mr. Lusk means that the "full taxes" are paid on all cattle and horses owned by the large stock companies as they are generally assessed, I agree with him. If he wishes to convey the idea that they give to the Assessor any more of their property, proportionately, than the average taxpayer, I think a thorough count of all their stock would show a greater discrepancy than his letter would lead one to infer.

His next assertion, that "migratory bands of sheep, a majority in the hands Basques and Portuguese, who are not citizens and pay no taxes," is not borne out by facts, at least in Malheur County, for if there is any man who is closely looked after by our Assessors and tax-collectors, and who is compelled to pay taxes on his full amount of stock, it is this same "migratory sheepman." His burden is not more onerous than that of the resident taxpayer, but he does not escape paying his full share. Again, most of the "migratory sheepmen" of this section are citizens. Now as to his assertion that sheep "utterly destroy the ranges," it is a fact that overstocking is just as bad with cattle and horses as sheep, as the northwestern corner of this county, on what is known as Upper Willow Creek, will show. It is quite a large strip of country, from which the settlers have carefully excluded sheep ever since I have known the country, at least, and yet their range is poorer and has less grass today than the Clover Creek and Bully Creek ranges, and more or less sheep have been run on these last-named ranges since 1884 to my certain knowledge. Sheep that are Wintered in Westfall and its vicinity have always been run in the higher foothills until after shearing, when they are driven to the mountains, and in going thence and returning in the Fall they are always halted for longer or shorter periods, owing to weather, growth of grass, etc., at the head of Clover Creek and Lost Creek. But men who have been riding in that section this year say the grass was never better. Other sections of range in this county, notably the divide between Clover Creek and Cow Valley, have been nearer ruined by overstocking with horses than any other equal area in this county has been by sheep.

As for Mr. Lusk's contention that "cattle will not graze with sheep, and the herder with his dog readily drives them off if they attempt it," I will say I never saw or knew of a herder in this county molesting cattle at all or setting his dog on them; and while cattle may not graze on the range with sheep, I know that they occupy the ranges, at least in this county, shortly after the sheep are driven to the higher ranges, not later than July 10. While going to the head of South Clover Creek I saw several bunches of cattle less than a mile from a shearing corral, where from 15,000 to 35,000 sheep have been shorn for 10 or 12 years. The cattle were looking well, and there was a very fair growth of bunchgrass on all the hills near them. This would indicate that sheep, so far, at least, have not "utterly destroyed" that range.

As to his wail about the decrease in number of cattle in Wyoming and other states, did the overstocking of their ranges with cattle and horses, and hard Winters, have nothing to do with it? Mr. Lusk is pained to see the sheep "destroying the willows and small brush on the little mountain streams, etc.," which causes the snow to go off with a rush and consequently there is no water to irrigate meadows, etc., at the proper time. If Mr. Lusk will come up here and study the matter closely, he will learn that Bully Creek furnished a longer flow of water for irrigating this season than it ever did in the early '80s, when there were scarcely any sheep here. As to the "bloodshed, etc.," is not that the usual result where people take the law in their own hands when their interests clash? Mr. Lusk says the leasing system has the approval of the people of Australia and Texas, but is that a fair comparison? In the first-named country there are vast tracts that could not, by any possible means, furnish a living for a poor man and his family on a single 160-acre tract, as this country has done for thousands, and probably there are hundreds of square miles in Texas that are similar to the greater part of Australia. In all this range country here every stream, though there may be only 15 to 40 acres of tillable land to the quarter section, allows many poor men to settle and earn a living. If the bill under discussion becomes a law the larger share of homesteaders must, like the Indian, "move on," and the story of "Driven from sea to sea, or just a-campin'" will become a reality.

To illustrate: A majority of the settlers in all these range states came here with practically nothing. They made their selections of land, filed their claim for a homestead, and went to work, living meanwhile in a "dugout." By using the surrounding range and putting every dollar they could spare into young cattle, numbers of them have been able to lay by something from the sale of stock. Yet none are able to lease enough range to answer their needs, because, in the lower ranges, it gets too hot and grass too dry for stock. To reach the upper ranges the average settler would have to lease a strip of range of from 15 to 50 miles in length and nearly the same width. How, then, would there be enough land? And how would a man obtain exclusive use? Not one in every 500 would be able to fence or herd it. This being the case, must he sell it and his little band of cattle to the big stock companies for just what they choose to give? If not, who will buy his hay and other produce?

Mr. Lusk refers to some "vital features" in the proposed bill by which, if understood, all opposition to the measure will cease, except by the "owners of migratory bands of sheep." Let us look at this measure. The first "vital feature" is protection by preference to lease to actual residents and owners in a county. How will this help the homesteader referred to above? Besides, there are many settlers all through this range country who have little if any stock. If the settler is not able to lease or has no stock to lease range for, how will he obtain a full proportionate share of the ranges of his respective county? Under the above conditions, how will the settler be benefited by a clause to prevent "auction of leases"? As to the contention that leasing is the only way to solve this question, and to "preserve the ranges," is it at all probable that any person or company will pay rent for a range and then not use it for a period of five or ten years? And that is just what must be done, what our philanthropic cattlemen must do, if they really desire to preserve and improve the bunchgrass ranges, for no other grass has yet been found that can live upon these vast ranges of sagebrush, lava rock and thin soil, with a very light rainfall. Mr. Lusk's point that "cattle-raising is the pioneer industry of the arid-land states," while comparatively true, would indicate that until very recently, at least, the cattlemen were not caring so much for the "preservation of the ranges," as they were for the money they could get out of the business.

His letter would lead one to infer that practically everybody was, or at least soon would be, strongly in favor of the leasing law, when, as his letter shows, it is simply an attempt of the largest cattle owners of the United States to work a huge "graft" by practically obtaining absolute control of the remaining vacant lands of the United States. It would seem to indicate a recent and very great change of heart if the "cattle barons" have any desire whatever to further or conserve the best interests of the settlers, for to the constant influx of settlers upon the public domain in the arid and semi-arid states must be charged the lessening of a large share of the erstwhile free range for large bands of cattle. To these same settlers and their followers must the states looks for the fullest development of all their resources.

After all, hasn't Oregon at least suffered enough from great land grants? The military wagon-road grants, the railroad land grants, are a source of vexations to the would-be settlers, and besides causing expensive suits at law, have greatly retarded the development of Eastern Oregon. The selection of large bodies of land by the state in Union County, thereby enabling some people of means to buy up large tracts, kept back the full development of that county for years. In spite of Mr. Lusk's groan about the taxes paid by his and other large companies, Eastern Oregon could well do without them. If their large land plants were parceled out to settlers in 160-acre tracts, it is more than probable that the counties would gain instead of lose in taxes.

It is currently reported about here that one of the great cattle companies represented at the Denver meeting, that is asking for a gift of the ranges of the United States, has leased from the successors of the wagon-road land grant steals, all the range sections they hold in this and Harney Counties, with the avowed purpose of preventing sheepowners from driving their bands across them. This will prevent the latter from enjoying "their full proportionate share" of the ranges, even before there is any leasing law. Isn't this a fair indication of what will happen if this pernicious measure becomes a law?

Now, it seems to us that the whole sum of this matter is this: It is a struggle as to who shall go, the large cattle companies or we might also say all livestock companies, or the settlers? And, if it is true that "the fittest alone survive," it will remain for the Congress of the United States to say which is best for our country, a few scattered big stock ranches, or an almost continuous chain of farms and villages from sea to sea. We think the bill should be "smothered in committee," and feel sure that if left to a vote of the settlers of the range country, it would be "snowed under."

ANOTHER FARMER.

LAW LIBRARY CRAMPED.

County Court Petitioned to Make Addition to Courthouse.

Quarters at the Multnomah Law Library are cramped and the members petioned the County Court yesterday for more room. The improvement they want is suggested in their petition:

We, the undersigned members of the Multnomah County Bar, respectfully petition your Honorable Board that, in view of the lack of space and the cramped quarters of the Multnomah Law Library, and in view of certain changes contemplated by the directors of said library, which will hinder the work of both attorneys and judges, if it does not interfere with the administration of justice, that upon Judge Cleland signifying that chambers obtained by extending his present quarters to the westward would be acceptable to him, you provide in this manner or in any manner acceptable to him, other chambers for Department 3, and extend the present library quarters to the southward, so that the needs of said library and the dangers which threaten it from lack of space, can be obviated and the work of attorneys not hindered.

Judge Cleland, whose courtroom it is proposed to move, Charles H. Carey and Milton W. Smith, of the Law Library, Architect Martin and Contractor Bridges met with the County Court yesterday morning and discussed the proposed change. It was explained that the addition of another story to the new building for the Clerk of the County Court would give Judge Cleland quarters just as good as those he now occupies, and double the space used by the library. Judge Cleland said he was satisfied with the proposed change.

Contractor Bridges was instructed to make an estimate of cost. When it is filed the County Court will give further consideration to the petition of the library.

Always patronize the home article. Specially if it's better. Cook's Imperial Extra Dry Champagne has no equal.

DIED OF HEART DISEASE

EAST SIDE MAN HAS SUDDEN SUMMONS.

Thomas M. Prior, a California Pioneer and Harness-Maker, Who Had Come Here for Health.

Thomas M. Prior, who had a harness shop and living apartments in the two-story building at 161 Grand avenue, corner Belmont street, dropped dead yesterday afternoon at 3 o'clock. He had been feeling weak during the day and went across the street for a stimulant. While it was being prepared he was talking and joking, when he suddenly staggered, and then dropped to the floor. Before any one could reach him he was dead. Dr. E. L. Irvine was called, but nothing could be done. The body was removed to the East Side morgue. Mrs. Prior, his wife, said that her husband complained of a peculiar sensation over his heart Tuesday night and yesterday, but went to his place of business as usual. Mr. Prior was a native of Ireland, and was born 60 years ago. He was a California pioneer. Woodland, Cal., was his home for over 38 years. His health failing, he came to Portland two years ago in the hope that the change in climate would restore him. He did receive some benefit. He was a member in good standing of Woodland Lodge, A. O. U. W., and occasionally visited Portland lodges. A wife and three children survive him. Two daughters, Minnie and May, live in Portland, and the third, Mrs. D. Pierce, lives in Woodland, Cal. The Coroner will hold an inquest this morning at 9 o'clock.

Railway Construction.

The Portland City & Oregon Railway Company is graveling Milwaukie street, south from Powell, eight feet on the west side of the track. The track also is being ballasted at the same time. It was announced by Councilman Sherrett some time ago that the company would gravel the entire street if the track, which is on the east side of the street, should be permitted to remain there. The graveling of eight feet will not be satisfactory to residents. Perhaps the remainder will be graveled later.

The company has much work under way. A large force of men is completing the double track on East Eleventh, between Hawthorne avenue and Division street. The property-owners got the impression the grade had been lowered where the tracks were being put, but on assurances being given that such is not the case by the man who gave the company the grade stakes, they decided to wait the completion of the work before taking further action. At the Milwaukie shops work is being crowded on the new trolley passenger cars, and by the end of the month the entire six are expected to be finished, when the new schedule will go into effect.

Rough Rider Presents a Gavel.

At the last meeting of Sumner Post, No. 12, G. A. R., W. A. Faulks, who had just returned from the Philippine Islands, presented the post with a silver-mounted gavel. While on the island he conceived the idea of having a gavel made for some G. A. R. post, and he employed a native to carve it out of specially hard wood. He had it engraved with "G. A. R.," leaving the name and number of the post blank until he should decide which post should receive it. He was invited to attend a meeting of the Sumner Post, and he brought the gavel and presented it. Commander Sharno received it with appropriate remarks. Mr. Faulks was one of the Rough Riders and was with Roosevelt in Cuba. He afterwards went with the Thirty-second Pennsylvania Regiment to the Philippines, returning about a month ago. He is well informed about conditions there, and his remarks at the meeting were entertaining.

Will Improve School Grounds.

At the meeting of the Clinton Kelly Sub-Board of Trade Tuesday evening, held in the W. C. T. U. Hall, Powell's Valley road, the committee on school grounds reported that the board of directors has agreed to grade and fence the Clinton Kelly school grounds. The work will be started so it can be finished about the time school opens, or nearly so. Regarding the reinstatement of Mrs. Jennie Hines to the primary department of this school, the committee reported assurances had been given that she would be again placed in the school, as asked for. The matter of free mail delivery for Richmond, Waverly, Kenilworth and surroundings will be made special business at the meeting next Tuesday evening.

Sellwood School Grounds.

Frank Gibson, superintendent of the Portland Cremation Association, who is a landscape artist, will prepare plans for improving and beautifying the Sellwood school ground. Mr. Gibson, E. B. Madden and Professor Curtis constitute a committee to set the improvement in motion. The Sellwood schoolhouse stands on the back of the grounds on Umatilla avenue. It has long been the desire of residents that the school grounds should be improved.

Two Sub-Board Meetings.

The James B. Stephens Sub-Board of Trade will hold a meeting this evening in Gruner's Hall, East Seventh and Stephens streets, to elect officers and transact other business.

The Eleventh Ward Sub-Board of Trade will meet at Piedmont this evening to hear reports from working committees.

East Side Notes.

Good progress is being made on the Milwaukie cycle path. It will be finished in about two weeks.

The W. C. T. U. will give a reception this evening from 2 to 5 o'clock, at the home of Mrs. Fishburn, 195 East Seventh street, in honor of Mrs. Ada Wallace Unruh, National organizer and lecturer.

Rev. C. A. Nutley, pastor of the Mount Tabor Baptist Church, has resigned and accepted the joint pastorate of the Gresham and Pleasant Home churches. The change takes effect October 1. At this date also the resignation of Rev. N. S. Holcroft, of Montavilla church, takes effect. A joint pastorate will be formed of these two charges and a minister from the East will be placed in charge of both.

Wheelmen generally are disregarding the ordinance requiring them to carry lanterns at night. The past few nights a count was made by a man of those who carried lanterns and those who did not in Stephens' addition, and also on both Madison and Morrison-street bridges. Monday he met 17 riders at 10 o'clock, and three had lanterns. The others carried no lanterns at all. Tuesday night he met 19 wheelmen, and five of these carried lights. Wednesday night a wheelman without a lantern ran into him on Hawthorne avenue. On the principal streets of the West Side he met a number without lanterns on their wheels at 10 o'clock at night. He wants to know if he can throw his lantern aside and save expense, too.

Questions Answered.

GOBLE, Or., Aug. 11.—(To the Editor.)—Wil you please publish the names of McKinley's Cabinet officers? Also, what George Clinton did for the improvement of the commercial interests of the country. And tell someting relative to William Clark. A SUBSCRIBER.

Secretary of State, John Hay; Secretary of Treasury, Lyman J. Gage; Secretary of War, Elihu Root; Secretary of Navy, John D. Long; Secretary of Interior, Ethan A. Hitchcock; Secretary of Agriculture, James Wilson; Postmaster-General, Charles E. Smith; Attorney-General, P. C. Knox.

There are two prominent George Clintons in American history. One was an English Admiral and was Governor of New York, 1732-41. The other George Clinton, 1739-1812, was an American General and statesman. He participated in the Revolutionary War, was Governor of New York, 1777-95, and was Vice-President of the United States, 1805-12. De Witt Clinton was the most prominent Clinton identified with the commercial development of New York and may be the one inquired about by the correspondent. He proposed the famous Erie Canal, which was begun in 1817 and finished in 1825.

As to William Clark, The Oregonian has printed columns and pages about this explorer. Hardly a week passes without some mention of him in this paper.

Time is Money

only when rightly used

It is rightly used when devoted to a course in our school. Verily, a business education pays. The success of our graduates proves this. Hundreds of them are profitably employed in the Pacific Northwest, as bookkeepers and stenographers. "Quality first, then quantity," is our motto. Strict adherence to it is what maintains for our school such a high standing in public estimation—and this means a great deal to our graduates when seeking employment. Send for catalogue—to be had for the asking, and tells all about our school.

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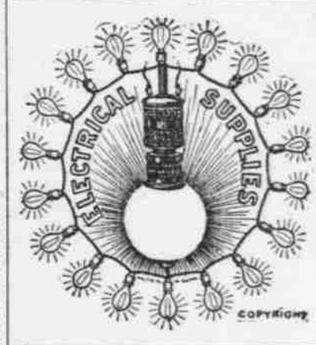

They Come in Bunches

We are talking about incandescent electric lights. The arc variety is somewhat more on the solitary order. But come they one or come they "in bunches," we can put them in, on or in front of your house, store, lawn—anywhere—and guarantee satisfaction as to power, brilliancy, permanency and price.

WESTERN ELECTRIC WORKS

305½ WASHINGTON STREET, PORTLAND, OR.

DAILY CITY STATISTICS.

Marriage Licenses.

W. A. Wagner, 35; Bertha Bugdahl, 19.
Marion G. Charles, 21; Alice M. Taylor, 21.

Building Permit.

Anton Bloch, cottage, East Eleventh, between East Sherman and East Grant, $1300.

Birth Return.

August 11—Girl, to wife of J. H. Harrison, 86½ Union avenue.

Death Returns.

August 13—Sin Yet, 54 years, good Samaritan Hospital; tuberculosis.
August 12—Harold Webb, 1 year, Portsmouth; shock from scalding.
August 11—Robert Neibert, 16 years; drowning in Willamette River.

Contagious Diseases.

Charles Stewart, 635 Powell street, typhoid fever.
Daughter of Charles La Rott, Tillamook street and Rodney avenue, scarlet fever.
Max Roberts, 1044 East Washington street, scarlatina.

Real Estate Transfers.

Hawthorne Estate to George H. Himes, lot 3, block 16, Hawthorne's First Addition, July 22 ..... $ 350
Hawthorne Estate to Grace H. Himes, lot 8, block 16, Hawthorne's First Addition, July 19 350
Hawthorne Estate to Grace H. Himes, lots 4 and 5, block 16, Hawthorne's First Addition, July 22..... 700
W. S. and Almira Gordon to H. Beckwith, north 45 feet of lot 6, block 236, East Portland, August 9 1300
Ona Watson Sloan, administratrix, to Christian Ross, lot 2 in the Watson Estate three-acre tract, July 5..... 360

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

The Parisian in Warm Weather.

Saturday Review.

His temper mounts with the thermometer; the slightest exertion, the smallest emotion, prostrates him during "les grandes chaleurs"; but his anger does not develop into alarm until he receives notice that, in consequence of other sources being exhausted, his water will be temporarily supplied by the Seine. Then fear overtakes the Parisian. He flushes, gesticulates, perhaps his eyes fill. And, to the first friend on his path, in a choking voice he says: "Mon pauvre ami, on va nous empoisonner. C'est indigne; c'est monstreoux. Nous voici enfin en pleine decadence; il n'y a plus moyen de boire de l'eau." Almost a panic follows: "Eau de Seine" is pronounced with the same tremor, the same awe, as "The Black Death is coming"—"The enemy will attack in three minutes"—"The prairie is on fire." "Eau de Seine" becomes the cry of the hour; spreads from the Latin Quarter to Montmartre, from the boulevards to black Belleville. "Eau de Seine" lures the Parisian to the quays, where, bending over the parapet, he stares anxiously at the river. And should any innocent worldling inquire: "Why does the prospect of sipping 'Eau de Seine' thus agitate you, terrify you, rob you of that self-control and admirable imperturbability for which Frenchmen are so universally renowned?" the Parisian will reply that microbes—"des microbes nefastes"—are embodied in that water, microbes, which, when viewed through a microscope, display bristles, angry eyes, and countless legs, microbes deft enough to foil all filters, microbes whose amazing ingenuity has successfully defied the genius and science of France for generations past. Yet—and his voice grows shrill—he must drink this water, this poison. His wife must drink it, his children, his servants, his concierge, all must drink it; all, perhaps, will fall ill. Hear Rochefort furious in The Intransigeant: "Beware of this latest infamy. Beware of the Ministere de Trahison, the modern Medicis, whose sinister scheme is to poison you." Hear the students of the Latin Quarter: "Weep for the Eau de Source, that crystal water, now, alas! exhausted. Pray for its return. In the meanwhile escape death by drinking bock, nothing but bock, quantities of bock."

Good Traits of the Porto Ricans.

Independent.

Porto Ricans are honest, sober, and very hospitable. As a proof of their honesty, the writer did not have his rooms nor his trunks locked in two years, and, although he has been in hotels and boarding-houses all over the island, he has yet to miss the first article, large or small. His wash has been returned to him without the loss of a single garment. In eating and drinking they are temperate almost to a fault. While it is said that the laborers consume much rum, drunkenness is not seen in public. While all the groceries sell liquors, there was not a single bar-room in Porto Rico upon the advent of the Americans. In two years the writer did not see a boisterous drunken native. If they become intoxicated they do not show it, as do Americans. With a stranger they will share all they have. The farmer will kill for his guest the calf or kid, and will accept no pay for the entertainment. A clean cot will await the stranger in the poorest house.

The race is virtuous and religious. The writer knows that most Americans hold a contrary view. There are many illegitimate children, but the parents of the same are living together, true and loyal to each other. Bad laws and bad customs have denied them the marriage rite. There may be men and women who are not faithful to each other, but what country does not have such? It is wrong to call the whole people immoral because of the sins of the few.

London: A Seaport.

Monthly Review.

Although situate sixty miles from the open sea, London has been from early ages the principal seaport of the United Kingdom, in the late years becoming one of the greatest centers of commerce the world has ever known. The great river which serves her, some 250 miles in length, is navigable by barges for about 200 miles, and by an elaborate system of connecting canals maintains free communication for waterborne traffic with most of the interior countries of Great Britain. Of late years, however, many causes have operated to lower her pride of place. The construction of the Suez Canal in 1865 struck a heavy blow at her supremacy. Formerly the bulk of Eastern produce was carried in British ships to London by the old Cape route, but after the construction of that canal foreign ships began to compete seriously with British for the carriage of Eastern goods; and Continental nations saw and seized their opportunity. The seaports of Havre, Antwerp, Ghent and Hamburg were developed and increased at the expense of London, and became her most active competitors. In Great Britain, Liverpool, Southampton, Hull, Manchester, and other ports were developed and increased. In the same year the successful inauguration of submarine telegraphy inflicted a serious blow to the preponderance of London. Prior to its introduction the merchant princes of London had practically the monopoly of direct knowledge as to crops in India, China, Ceylon, etc., and by consigning the produce to London had been enabled to control the market supplies and, indirectly, market prices. Telegraphy, by disseminating such information broadcast, put an end to this monopoly. While all this competition necessarily resulted in the lowering of rates on shipping and on produce, expenses in London were increasing by leaps and bounds. Heavy taxation, the high price of labor, (owing to the dock strike), all added to their quota to the difficulties under which London labored. Foreign bounty-fed warehouses brought about further reductions in charges. Moreover,