

MASONS AT THEIR RITES

VARIOUS SUPERIOR LODGES CONTINUE THEIR SESSIONS.

Grand Chapter Eastern Star Elects Officers—Grand Lodge A. F. & A. M. Convenes Today.

TODAY'S PROGRAMME.

Eastern Star—9:00 A. M.—Regular routine business.
1:30 P. M.—Installation of grand officers.
Grand Lodge, A. F. & A. M.—10:00 A. M.—Call to order.
2:00 P. M.—Election of officers.

Meetings of the Oregon Lodge of Perfection, Scottish Rite Masons, and the Grand Chapter Eastern Star, were held yesterday, and the general routine of business of the annual sessions taken up.

Those who were received into the order at the Scottish Rite on Monday were yesterday advanced to the 32d degree.

The Eastern Star delegates were in session most of the day, and in the afternoon the following officers were elected for the ensuing year, and will be installed tomorrow: Grand worthy matron, Mrs. Alice Townsend, of Dallas; associate grand worthy matron, Mrs. Helen P. Smith, of Salem; grand patron, Darwin Bristow, of Cottage Grove; associate grand patron, C. F. Wiegand, of Portland; grand secretary, Mrs. Mary Scott Myers, of Dallas; grand treasurer, Mrs. Bay Shaver, of Astoria; grand conductress, Mrs. Dallas Houston, of Portland; associate grand conductress, Mrs. Thomas F. Ryan, of Oregon City. The other officers are appointed by ballot, and will be installed today after the new officers are duly installed.

The regular meeting of the annual session of the Eastern Star was called to order yesterday morning at 9 o'clock. A member announced that nearly 100 of the A. O. U. W. delegation were members of the Order of the Eastern Star. A motion was carried to the effect that these members be extended the privilege of the order, while here, and be invited to attend the meetings. At the afternoon session a number of them were welcomed.

Since the last annual session a number of new lodges have been organized in the state and the officers must be installed by the grand lodge. Most of the morning session was taken up with the installation of officers of the new chapters.

The afternoon session was called to order at 1:30, and the election of officers taken up. The ballot system was used, and the election was long and tedious, taking until almost 6 o'clock. There was very little rivalry for the offices, and those already in office were promoted to the next higher office with but few exceptions.

The evening session was taken up with exemplification work by the Portland lodges, Camilla, No. 12, and Myrtle Chapter, No. 15. The Camilla Chapter gave the ritual work.

The visiting delegates were given as perfect an example as possible of how this work should be done.

Myrtle Chapter gave the floral work in a very creditable manner.

At today's session the regular routine business will be taken up, and in the afternoon the new officers will be installed. This will conclude the work of this year's session, and this evening the meeting will be adjourned.

The Grand Lodge of Oregon Ancient Free and Accepted Masons will be called to order this morning at 10 o'clock by Most Worshipful Grand Master W. E. Grace, and business will be carried on for the next three days. The election of officers will take place this afternoon at 2 o'clock.

SIDE LIGHTS ON SEATTLE

On Every Side There is a Rush and Stir and Bustle.

SEATTLE, June 10.—This is a swift city. Everything seems to be done on the rush. The visitor's first impression is that he is in a city where the pace is as fast as the wheels of a steam locomotive. The impression does not wear off. There is no provocation for it to wear off. On every side you see the rush and stir and bustle, and see the results of it all. And they are certainly grand results, which are rapidly resulting in the upbuilding of a great city.

Not so very long ago, and even now, people at a distance were apt to smile at the pretensions of Seattle and associate more or less with her descriptions of herself. But the observer here very soon realizes that this has made wonderful headway and does not propose to stop.

A Great Growth.

What has made Seattle the great metropolis she is rapidly becoming? Her location and the vim and push of her people, whom it seems to have drawn from all parts of the country by her attractive and persistent advertising. Among the most enterprising of them you meet many men raised in Oregon, one of whom is E. L. Crawford, whose uncle, Captain Medore Crawford, started the first transportation line in Oregon and freighted goods around the falls at Oregon City. Mr. Crawford has been identified with Seattle for nearly twenty years, and is not only glad to come, but can point with pride to many other men who are also glad that he induced them to come. He willingly gives up his time to show the stranger what the city has achieved, and in speaking of Seattle's population thinks that it is now about 120,000, strictly inside the city limits. With the suburbs it will show 150,000. Instead of those figures, it showed 45,000, and in 1892 the population had grown to 57,000. The state census of 1900 gives Seattle 110,000, and Mr. Crawford predicts that the 1910 census will show 200,000. He says that there is not a desirable house vacant in the city, and that there is plenty of work for all men who want to work.

"The secret of Seattle's success," said Mr. Crawford, "is pluck, energy, hard work, and an abiding faith that Seattle was destined to become a great city."

The Teeth of the Terebo.

Seattle's water front has been reorganized on a new and improved plan, with wharves angling away at 45 degrees from a line with the County Jail, so as to make more room for ships. The old-time terebo has been headed off by modern methods, and can no longer harbor the wharves and cause a collapse of the wharves under its great load of Oriental merchandise. The piles are now wired and coated with stuff that takes all the edge off Mr. Terebo's teeth.

And a lively water front it is, with all sorts of ships skipping down to the sea and rushing back for other loads. An odd sight you see here is where the Northern Pacific is dragging out a ship by the mainmast, and that Henry Yeiser worked very hard to make in early days by filling in with slabs from his mill and rocks hauled from Telegraph Hill in San Francisco and brought here in ballast.

Ballast Island, where a few years ago the Indians from all over the Sound and the far North tethered their canoes and camped in the open, is now covered by great modern wharf buildings.

The tide flats at the mouth of the Duwamish are being rapidly filled in and built upon. They have been bought by

individuals as state tide lands and filled by ex-Governor Eugene Semple's hydraulic company, and all manner of land reclamation by the handling of the unyielding mud.

Also the Railroad Front.

The water front here is also the railroad front, and it is an easy jump for pedestrians to land in the water when a train leaves the track and chases them. Long lines of freight cars are shunting around and it keeps them busy dodging incoming passenger trains hungry for the room they occupy. This congestion is to be abolished, for the Great Northern is planning on a tunnel under the city, which will take the bulk of the railroad traffic off the streets it now crowds. The land for the hole where this tunnel will dip in has already cost \$100,000, and the hole where it will come out has cost \$400,000 for a strip 110 by 1000 feet.

One of the busiest boats you see here is the flyer, built at Portland, she makes eight trips a day between here and Tacoma, and it is an interesting study to watch the great crowds she carries.

Seattle's Streets and Water.

This city has now an abundant supply of water, brought by its own force down from Cedar River, Lake Washington, and in the Cascade Range, and the people have bought up all the land bordering the source to keep it pure. Major W. V. Schenck, a pioneer of the old First City, is a pioneer of the new city, from the most sparkling springs during his many campaigns in the beautiful Blue Mountains of Oregon, says that this Seattle water is good, and it is, and the hole where it will come out has cost \$400,000 for a strip 110 by 1000 feet.

Seattle's streets are things she may well point with pride to. The main business avenues are paved with vitrified brick, and are kept in excellent condition. Just as soon as a brick shows symptoms of having its head cracked it is weeded out and given to boys to use as sinkers for fishing, or to rock off intruding cats in the moonlight. Many miles of the residence streets are paved with asphalt, which is quite expensive, but the home-owners petition for it and even glad to foot the bill. A pleasing sight that you come to in few towns outside of Seattle is long streets graded and perfectly paved with very few houses on them as yet, but thoroughly cared for. They are thus kept in perfect condition by the agents and owners of the tracts, whose abiding faith in their future sale causes them to incur large preliminary expense in making the landscape attractive and inviting. There is no chance for an argument with them as to the possibility of their bread on the waters not returning to them in the form of cake. They know that it will. This is the Seattle spirit.

Seattle's Scenery and Shipyard.

From the water front you get a magnificent view of the Olympic Range, and as you climb to the higher points of the city the scenery increases. Almost any direction, except parallel to the bay, means steep climbing, but street-cars are everywhere, and a view from the ridge between the bay and Lake Washington, where you can see both bodies of water and both the Olympic and Cascade ranges is a sight not soon to be forgotten.

Some of the most practical scenery is seen at the big Roman shipyard, with its drydock and acres of machine shops and foundries and saw mill all under one management. It is a surprise to visitors, and soon the big battle-ship Nebraska will begin to move and expand its chest on these ways.

Seattle has some very pretty parks at Lake Washington that are kept up by private enterprise, the sale of beer and its kindred pleasures being the only expenses. But the traffic is kept in the background and intruded on no one, and the beautiful beds of flowers and lawns and shade trees and swings and seats are free for all, and they who want liquid inspiration must seek it in the further pavilion. Seattle has parks scattered all over the surface, their total acreage being over 400 acres, and many of them are highly improved beauty spots.

Facts and Figures.

All stores and office buildings here are occupied, and many professional men are getting along with deskroom because they cannot get offices. Many new buildings are going up, and are rented before being finished. Business is extending out on Pike and Union streets, and work is starting on the new \$100,000 Federal building.

A \$100,000 library, which will be centrally located near the Providence Hospital, if you know where that is.

The Seattle postoffice strikes you as a very busy spot, and its figures show that the receipts for 1901 were \$1,229,217; for 1900, \$1,123,034; for 1902, \$1,074,771; for 1903, \$1,123,034; for 1904, \$1,123,034; for 1905, \$1,123,034; for 1906, \$1,123,034; for 1907, \$1,123,034; for 1908, \$1,123,034; for 1909, \$1,123,034; for 1910, \$1,123,034; for 1911, \$1,123,034; for 1912, \$1,123,034; for 1913, \$1,123,034; for 1914, \$1,123,034; for 1915, \$1,123,034; for 1916, \$1,123,034; for 1917, \$1,123,034; for 1918, \$1,123,034; for 1919, \$1,123,034; for 1920, \$1,123,034; for 1921, \$1,123,034; for 1922, \$1,123,034; for 1923, \$1,123,034; for 1924, \$1,123,034; for 1925, \$1,123,034; for 1926, \$1,123,034; for 1927, \$1,123,034; for 1928, \$1,123,034; for 1929, \$1,123,034; for 1930, \$1,123,034; for 1931, \$1,123,034; for 1932, \$1,123,034; for 1933, \$1,123,034; for 1934, \$1,123,034; for 1935, \$1,123,034; for 1936, \$1,123,034; for 1937, \$1,123,034; for 1938, \$1,123,034; for 1939, \$1,123,034; 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